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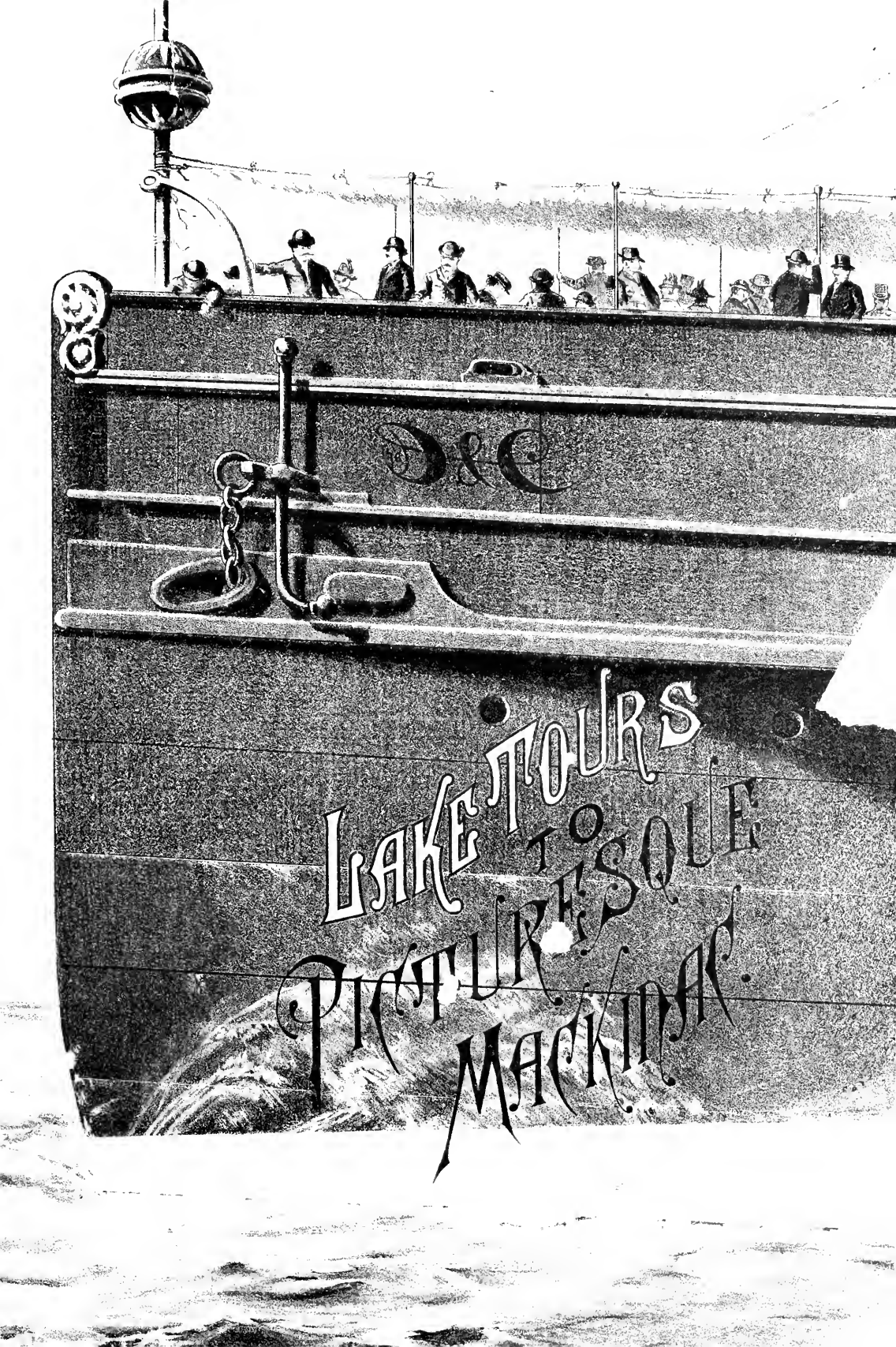
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MACKINAC

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PALACE SLEEPING CARS. IS THE

NEW SHORT LINE

— TO THE —

Northwest and Pacific Coast Points

ONLY LINE TO

ST. PAUL AND MINNEAPOLIS via DULUTH.



— RATES ALWAYS THE LOWEST. —



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The Hollenden

FIRE-PROOF.

AMERICAN PLAN

\$3.00 TO \$5.00 PER DAY

EUROPEAN PLAN, ROOMS

\$1.00 TO \$2.50 PER DAY

CLEVELAND, O.

THE HOLLENDEN, located on Superior St., one block from the Public Square, contains 45 rooms, lighted throughout, with incandescents lights. This new and elegant hotel is one of the finest in the United States. The house offers to the public accommodations and attachments which can not be surpassed by any other first-class house in the country.

FRANK A. BROBST, Manager.

L. DEAN HOLDEN & CO.,
PROPRIETORS.

"The Stillman"

FIRE PROOF.

CLEVELAND, O.

ONLY STRICTLY FIRST-CLASS HOTEL IN THE CITY

ON THE

AMERICAN PLAN

\$3.00 to \$5.00 per Day. Electric Light Throughout.

NO INSIDE ROOMS.

The statement having been made, and studiously encouraged by certain competitors, that THE STILLMAN is a "family hotel," and does not seek general patronage, the management desires to contradict such a notion and to commend the house to all-comers. We wish especially to bespeak the goodwill of Commercial Travelers (who do not require sample rooms), of Railroad Men, and of other Business Men, who visit Cleveland at stated intervals. To such patrons we offer **Special Rates** and will assure them accommodations equal to those afforded by the best hotels in the country.

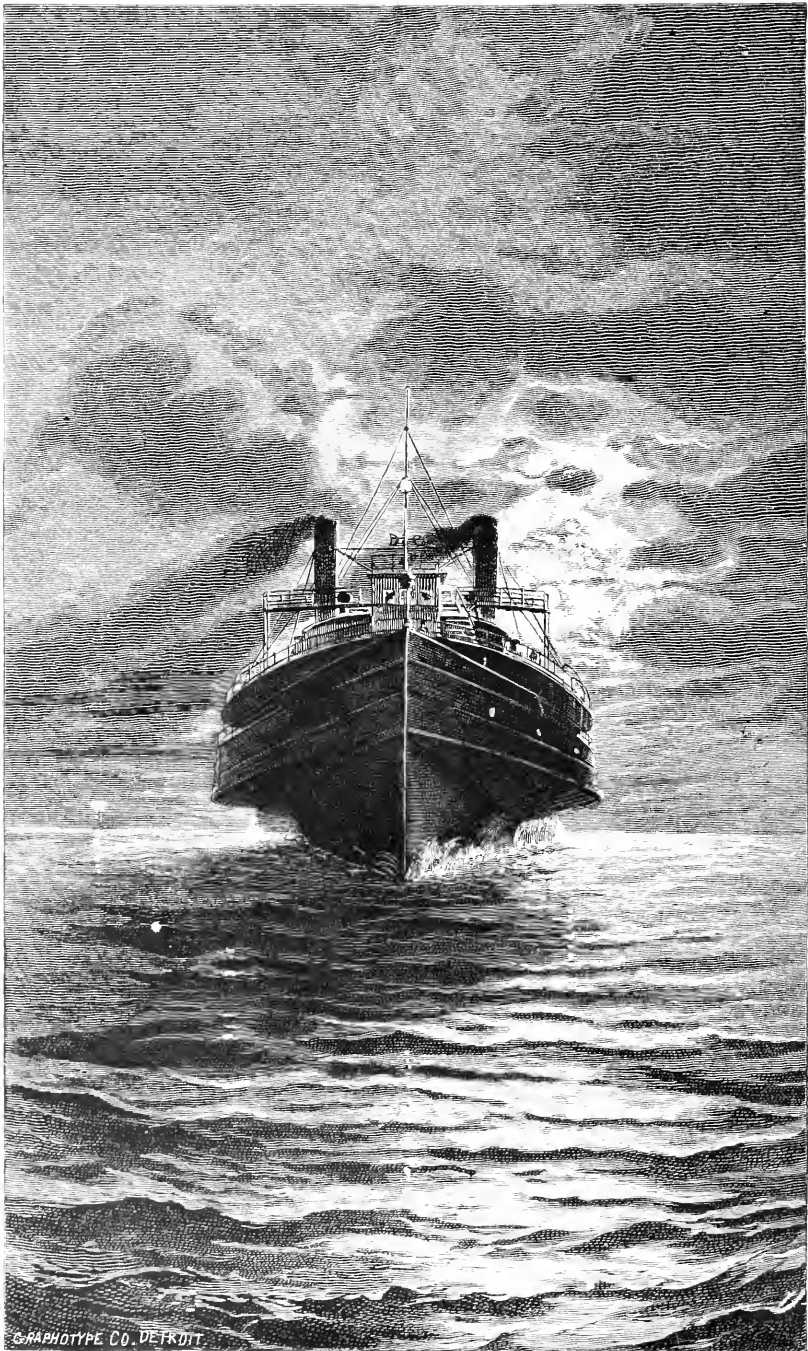
All Rooms are Heated by Steam for which there is no Extra Charge.

The system of management in vogue has already given THE STILLMAN a notable place and a deserved reputation among the high-class hotels of the country.

THE STILLMAN IS THE NEW HOTEL, the only one situated on Euclid Avenue, the most famous and most beautiful Avenue in America.

Cuisine and Service Equal to the Best New York Hotels.

J. WARREN COLEMAN, JR., Manager.



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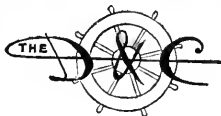
MIDNIGHT ON LAKE ERIE.



LAKE
TOUR TO
PICTURESQUE

MACKINAC

Via



COMPLIMENTS OF THE
GENERAL PASSENGER DEPARTMENT
THE DETROIT AND CLEVELAND STEAM NAV. CO.,
E. B. WHITCOMB, GEN'L. PASS. AGENT,
DETROIT, MICH.

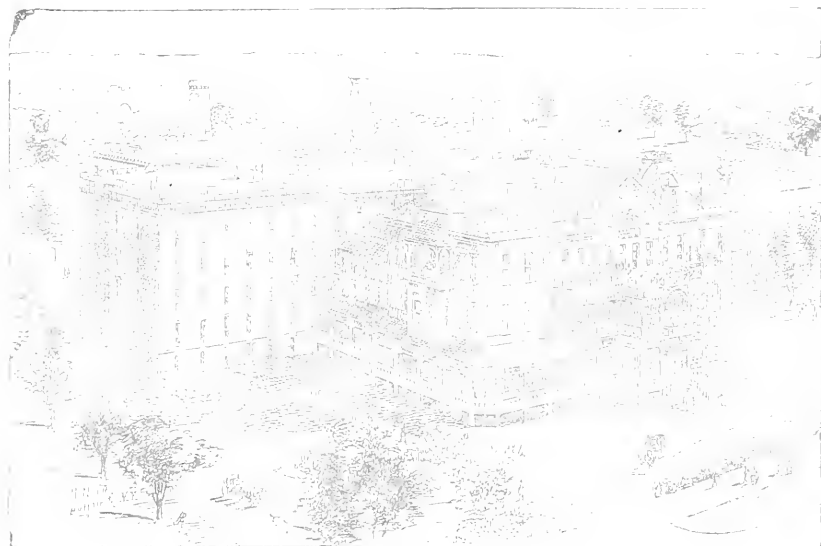
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PRESS OF
O. S. GULLEY, BORNMAN & CO.
DETROIT, MICH.

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ALMA SANITARIUM COMPANY

A. W. WRIGHT, PRES'T.



THE SANITARIUM was opened in July, 1886. Its patronage has increased to such an extent that an addition accommodating 100 guests more has recently been constructed. Alma has the most bracing and invigorating atmosphere in the State, with a temperature free from extreme heat in summer, affording a pleasant resort for those seeking rest and recreation. The Sanitarium possesses the very best facilities for employing the Turkish, Russian, Needle, Sitz and Vapor Baths. Special attention is given to Electric Baths and Electricity in every form.

A Drinking Water of unusual purity is obtained from an Artesian Well and is an agreeable Mineral Tonic. For Bathing is used a Saline Water, obtained from a well 3,000 feet deep; the water contains the Salts of Potassium, Sodium, Lithium, Calcium, Magnesium, and Iron. This Water has proved invaluable in the treatment of Rheumatism and Chronic Skin Diseases.

It is the desire of the managers to furnish the best treatment for invalids and to afford a pleasant resort for pleasure seekers.

FOR FURTHER PARTICULARS APPLY TO

ALMA SANITARIUM CO., - ALMA, MICH.

OHIO'S LARGEST BAKERY.

The Cleveland Baking Co.

BAKERS OF THE CELEBRATED

CLIMAX CRACKERS, CAKES AND BREAD.

SPECIAL ATTENTION GIVEN TO SUPPLIES FOR

Picnics, Camping Parties and Excursions.

OUR LATEST SUCCESS,

"DRUMMERS' LUNCH,"

Is acknowledged by all to be the Finest Biscuit ever produced. Sold by Grocers Everywhere. Try them.

Prices and Full Information Given Cheerfully on Application.

SEND FOR SAMPLE LOT OF OUR

Square Ginger Snaps, Pilot Bread, Eagle "Old Abe" Butters,
Orange Blossom Soda Crackers, Oat Meal and Graham
Crackers, Lemon and Vanilla Wafers.

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Office and Salesroom, 134 Ontario Street.

FACTORIES: } 83 and 85 Ohio Street.
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RETAIL STORES: } 83 Ohio Street.
} 134 Ontario Street.

AN INTRODUCTION.

Our Eastern Terminus.



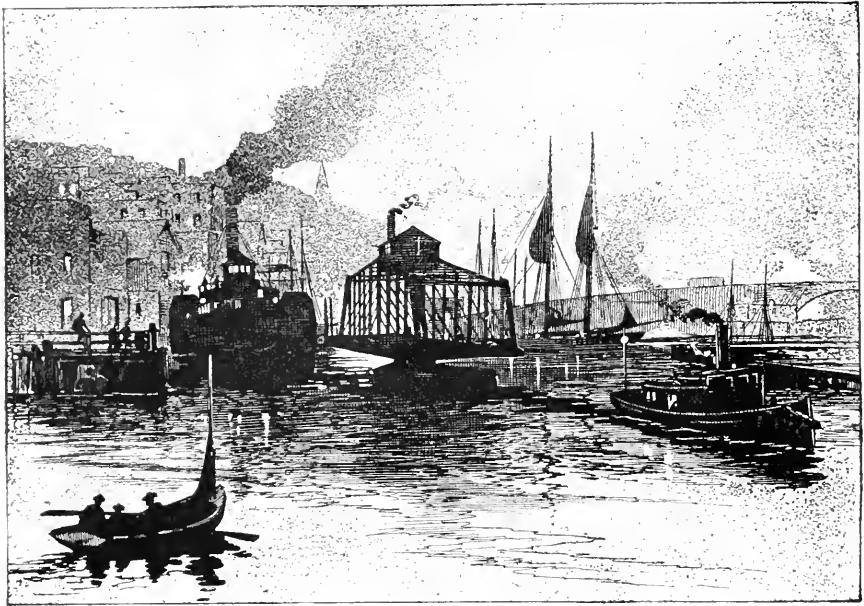
SALOON SCENE.
STEAMER CITY OF CLEVELAND.

THE Eastern and Southern traveler reaching Cleveland makes the acquaintance at that point of the Detroit and Cleveland Steam Navigation Company, and in the brief voyage of a night between that city and Detroit enjoys a foretaste of the luxurious conditions of travel upon the huge steamers of their fleet.

The distance between the two cities is 110 miles. Numerous favorable connections by rail for points east and south from Cleveland and west from Detroit tend to make this water-link of inter-communication a favorite with both business men and tourists.

The City of Cleveland which has not yet reached the first centennial date of its original settlement as a trapper's camp, is certainly one of the proudest and most conspicuous examples of the civic advance of our time and country. With a population of 240,000 souls, and a compact, yet liberally planned community covering 26 square miles, it has much more to interest the stranger or occasional visitor than is ordinarily discovered in our average American towns.

A recent writer says: "The location of Cleveland is beautiful, healthful, and advantageous in a commercial sense. Its commodious and well protected harbor, and the diversified country about it, contribute to its attractiveness, while its varied surface and expansive water-front conduce to its general healthfulness. Its harbor gives ample and safe anchorage for large fleets, and the projected docks, inside the arms of the breakwater, add to the inducements already held



A NIGHT EFFECT—CLEVELAND HARBOR.

out to the lake trade. A pleasant ride by rail of eighteen hours, covers the distance to New York, a ten hours' ride carries the traveler to Cincinnati, and in five hours Pittsburg and Buffalo are reached. From Lake View Park, above the Union passenger depot, a view of the grand old lake, dotted with steam and sail craft, from the huge propeller and panting tug to the handsome little steam yacht, and from the monstrous four-masted schooner to the graceful sloop, presents one of the most animated and beautiful pictures to be found.

Cleveland is proud of its well-kept and shady public square, the focal point of its business, but its chief glory is found in Euclid Avenue, and its hardly less magnificent Prospect Street, both of which are bordered by miles of sumptuous homes of wealthy and tasteful residents, many of them set in the midst of broad lawns. At the eastern extreme of the city is Lake View Cemetery, the central feature of which is the noble Garfield Monument.

The wharves and offices of the Detroit and Cleveland Steam Navigation Company are located at No. 23 River Street, a short distance from the vast and costly piers which guard the mouth of the Cuyahoga River.

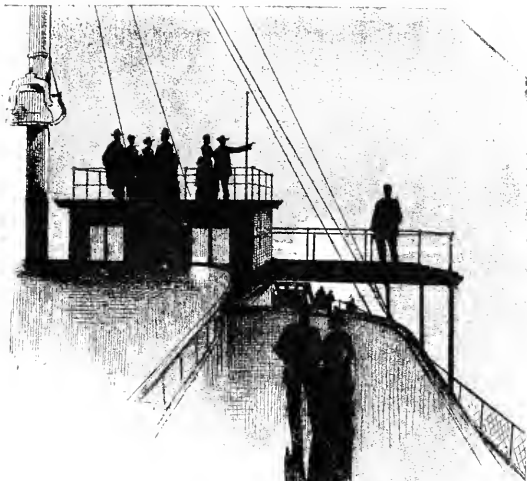
The evening is well advanced before the steamer departs from her moorings, passing out through the railway drawbridge and between the lights that guard the harbor. The majority of the passengers are generally aboard long before the hour of leaving, clustered upon the decks fore and aft, or ranging with an air of pleased anticipation, through the spacious, well-lighted grand saloon. There is an effect, after night-fall, about the restless water life in view from the steamer's decks, which seems to the fanciful mind intensely theatrical. The many flashing, glistening electric lights upon the wharves and the viaduct streak the still black waters with vertical bars of vibrant flame. The ponderous draws swing silently to and fro obedient to the demands of hoarse signals from the throats of crowding

steam craft of every size and build, from the vast dusky iron freighter from the upper lakes, as big as a church and thrice as costly, or the fussy side-wheel excursion vessel coming in after a day's merry-making, down to the natty private yacht or the humble fisher sloop.

Given, as conditions, a moonlit summer night, a sleeping sea and vivacious company, with bright anticipations of a pleasure journey over untried waters, and the occasion is not likely to be soon forgotten.

The Story of the Line.

THE traveling public alive to its own comfort, safety and pleasure, may be surely counted upon to share with the management of a popular route in the satisfaction of reviewing its history, and contemplating its prospects.



MOONLIGHT ON THE LAKE.

The following is introduced at this point, in deference to this conviction, as well as in response to an active inquiry from patrons.

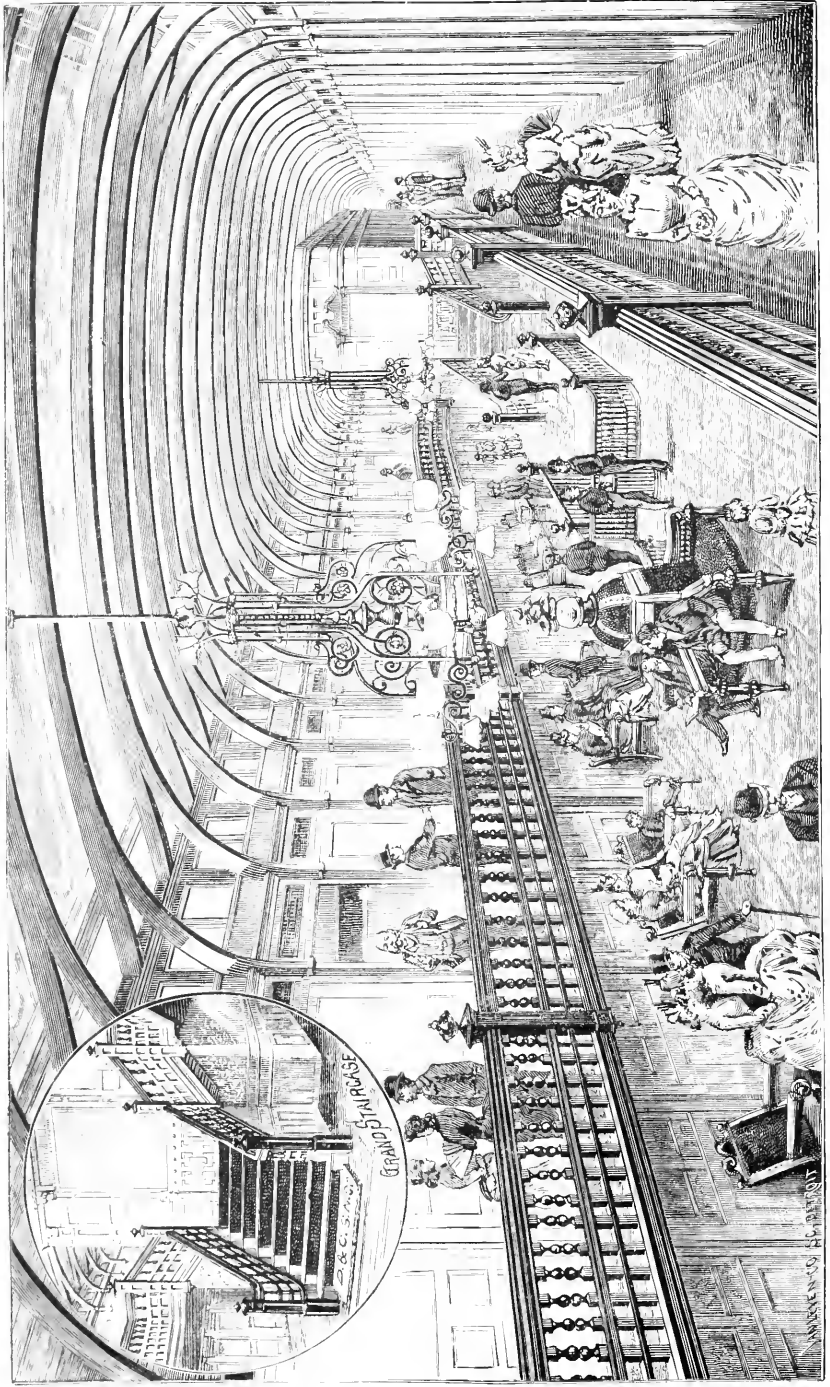
It was 1850 that the "Cleveland Line," as such, first commenced its pendulum-like motion between the two cities of Detroit and Cleveland. Its original incorporator, as the present general manager, still guides its destinies onward to new conquests. This gentleman, Mr. David Carter, although still in his prime, is counted one of the old heads in lake navigation, having entered the lists some years before his connection

with the company. Thirty-one corporation! Truly, a

In the interim, the steamers have grown from the Forest City, costing \$44,500 to the wonderful floating palaces representing an investment of more than a third of a million dollars each, and the capital called forth from \$75,000 to \$1,100,000. The extension of the company's lines through Lake Huron did not occur until 1882. The great living principle under which all important moves have been made is that of anticipation of the wants of the public and fulfillment of same long before they become apparent to those whom they are intended to benefit. This has made the company the pioneer in all the great revolutions which have so completely metamorphosed modern lake vessels, and their manner of doing business. At the time of organization, a daily line of steamers was a rare accommodation, but the Cleveland Line at once supplied the service. In 1878, composite ships having an iron frame and wood sheathings, thereby doing away with cumbersome arches and long bracing

nine years (an ordinary lifetime) at the head of wonderful record and one of which to be proud.

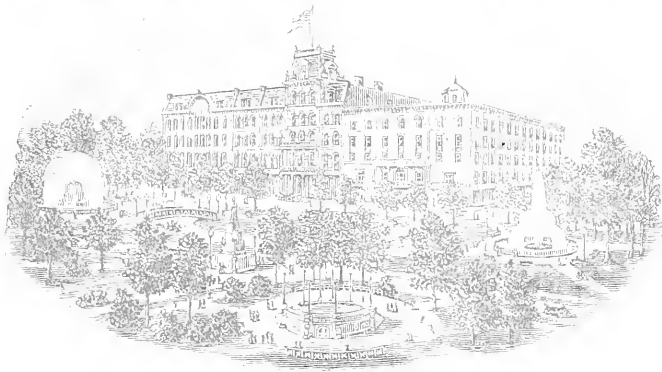
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GRAND SALOON, STEAMER CITY OF CLEVELAND.

AMERICAN CO. N. Y. & DIST. N. Y.

THE FOREST CITY HOUSE



IS LOCATED AT THE
Corner of Superior Street and the Public Square.
CLEVELAND, OHIO.

This is the Most Central and Delightful
Location in the City.

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SEVENTH AVENUE HOTEL

PITTSBURGH, PA.



Largest House in the City.

ALL MODERN
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High Class Outfitter



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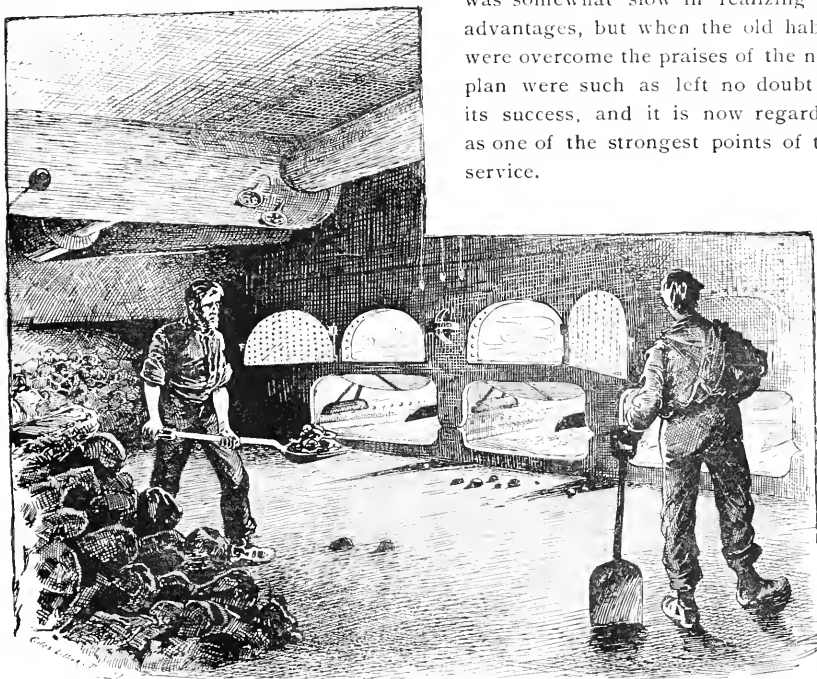
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CLEVELAND, OHIO.

rods, were a doubtful success. The steamer City of Detroit proved their worth. In 1880, the City of Alpena was the first iron passenger steamer on the lakes, and the first in the United States to adopt the Clyde patterned feathering paddle wheels which now propel all their steamers. To the thousands who have experienced the great speed which they develop without the slightest jar or noise, they have proved a curiosity well worthy of inspection. To others no words will convey the full meaning of their success. In 1883, the City of Mackinac proved the efficacy of the compound for marine beam engines,

In 1882, the company brought forward its long cherished scheme of separating the meal and berth charges from the transportation fare. This system, now so well known, was thoroughly novel in all its salient points, and the traveling public was somewhat slow in realizing its advantages, but when the old habits were overcome the praises of the new plan were such as left no doubt of its success, and it is now regarded as one of the strongest points of the service.



FURNACES—STEAMER CITY OF CLEVELAND.

The same year also marks the removal of the dining room from the cabin to the after portion of the hull on all the steamers. The tourist, during his first experience on board, notices and comments upon the unusual arrangements of the main saloons, and their striking appearance. No plain, cheerless rooms with white walls and long rows of useless tables and hard, straight-backed chairs, forcing him out on the deck or into his state-room from sheer lack of comfort. No disagreeable odors to spoil his appetite. No upheaval of everything in the cabin an hour before each meal, and a preemptory removal of his chair for other uses. No clatter of dishes for several hours each day directly opposite his room. No early morning preparations just when he would take his beauty sleep. Instead, magnificent reception-rooms of solid mahogany, tastefully furnished with heavy upholstered chairs around the walls, and large handsome

set pieces down the centre, the whole so thickly strewn around as to almost impede progress. Descending to the dining hall, the passenger finds a sumptuous repast, spread in a large cool, well-ventilated room, where he may enjoy it at his leisure, entirely removed from every external influence.

In 1886, the steamer *City of Cleveland* contained so many improvements as to fairly stagger marine critics, whose views are well set forth in the following card published by the company later in the same season: "Her size, elegance and generally expensive arrangements provoked many criticisms on the management which had conceived and executed such an amazing departure from the usual rut of marine architecture, and prophecies were freely made that she would prove a costly experiment for many years to come. The company had full faith in the route, however, and the immense success she has achieved, both as an attractive feature, and a good investment, once more proves their usual far-sighted policy to be the best."

The new steamer *City of Detroit*—No. 2, as heralded by the book of 1888, is now one of the company's fleet, and with the *City of Cleveland* performs the service between the cities of Detroit and Cleveland, displacing the *City of Detroit*—No. 1, so long and favorably known to the traveling public. A general description may be given as follows: total length, 300 feet; width, 72 feet; depth, 16 feet, and loaded draft, 11 feet. The hull is of steel, divided into nine water-tight compartments. The boilers are of the Scotch pattern three-quarter inch steel and tested to 110 pounds. They are four in number and weigh 100 tons. The engine is a compound beam engine of 2,700 horse-power. The high pressure cylinder is 44 inches by eight feet and the low pressure cylinder 68 inches by 12 feet. The paddle wheels are of the Clyde feathering pattern in use on all the company's steamers.

The grand saloon is finished throughout in solid mahogany inlaid by artistically-designed stamped leather. It is 240 feet long by 20 feet in height and contains a double tier of state-rooms, the upper ones reached by a broad balcony running completely around the cabin. There are 140 rooms, each lighted by electricity and fitted out in the most approved manner with wire and hair mattresses, Pullman blankets, etc. That quiet may be maintained during the night, a separate cabin is provided for passengers without rooms. The dining room is located in the after hull, and is capable of seating 150 persons. Electric lights are used throughout, there being over 450 individual lamps. She has steam steering apparatus and steam windlass, and capstans. Including these, there are a total of 14 engines on board. The steamer's capacity is 2,500 passengers and 800 tons of freight. She is of 2,000 tons burden and attains a speed of 20 miles per hour. The entire cost of construction and outfitting is over \$350,000.

Excepting in size this magnificent vessel in no way differs from her sister steamer, *City of Cleveland*, as three years' experience with the latter has proved her to be about the most perfect sidewheeler afloat, and the same model was therefore used.

The excellent discipline maintained upon these steamers is a matter of frequent remark even among Eastern tourists and transatlantics accustomed to the fine systems found upon the great Sound and ocean going lines. From the watchful officers in the pilot-house down to the brawny men in the fire-room who feed the huge furnaces in their iron-clad chamber, all seem to be actuated by a strong sense of responsibility and duty.

SMITH & CURTISS.

Roasters of Coffee and Spice Grinders.

IMPORTERS AND JOBBERS OF

Teas, Coffees and Spices

Nos. 194 & 196 Bank Street, . . .
. . . CLEVELAND, OHIO.

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MANUFACTURERS AND JOBBERS

BOOTS AND SHOES

Special Styles and First-Class Goods.

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FULL LINES OF

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McBride & Marcellus Co.

WHOLESALE AND MANUFACTURING

JEWELERS

204 Superior Street, (Up Stairs), New Beckman Building,

CLEVELAND, O.

WE WILL SAVE YOU MONEY, IF YOU NEED

Watches, Diamonds, Silverware, Clocks, Bronzes, or any
Choice Novelties in the Jewelry Line.

Selections sent to Responsible Parties and Satisfaction Guaranteed.

CHAS. H. POTTER & CO.,

Investment Bankers

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*Municipal, Street Railway Co., Cable Railway Co.,
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Lake Superior Iron Mining Company

STOCKS

*Republic, Cleveland, Champion, Jackson, Milwaukee, Chandler, Pitts-
burgh and Lake Angeline, Chicago and Minnesota
Ore, Lake Superior, Minnesota.*

Also Bank Stocks and Miscellaneous Securities.

Correspondence Invited.

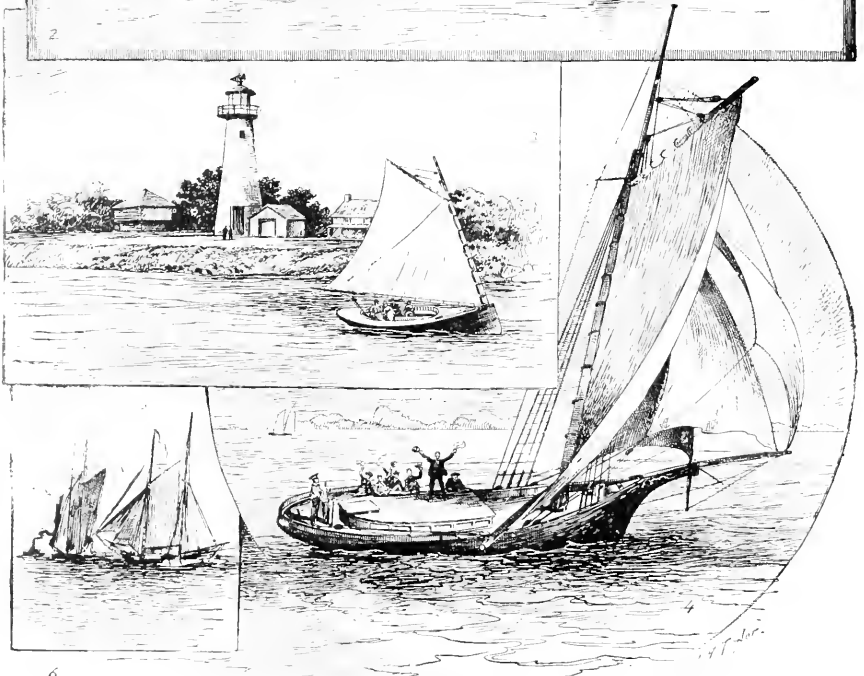
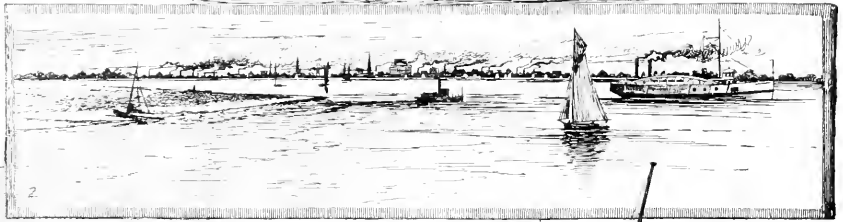
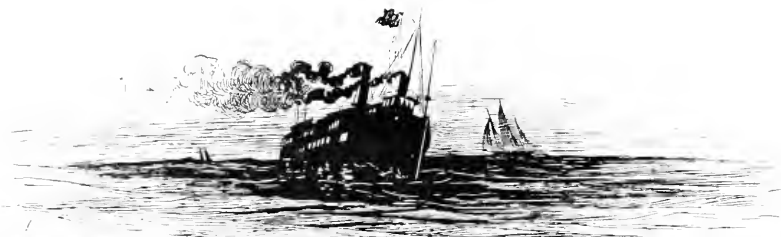


The through steamers of the line pass the picturesque group of islands dotting the surface of Lake Erie, leaving them many miles away upon the southward horizon. The company maintains, however, a



SCENES ON DECK.
STEAMER CITY OF CLEVELAND.

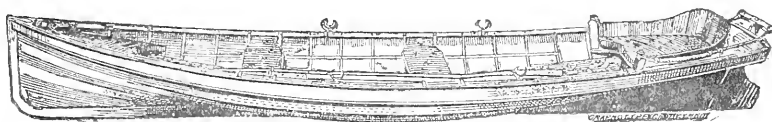
daylight excursion system to Put-in-Bay both from Cleveland and Detroit, giving visitors a glimpse of Kelly's and Middle Bass Islands and others of the group, all famous for their vast vineyards and wine making houses, as well as a stop of several hours at Put-in-Bay, upon the island of the same name. There is much in the rugged rock masses and dense luxuriant foliage to charm the artist in the environment of this well-known summer resort. A lofty tower gives one a superb bird's-eye view of the verdant archipelago and sparkling lake.



SCENES ALONG THE DETROIT RIVER.

Davis Boat & Oar Mfg. Co.

DETROIT, MICH., U. S. A.



MANUFACTURERS OF

Steam Launches, Sail Boats, Row Boats,

CANOEES, SHELLS, DUCK BOATS, ETC.

A Full Assortment in Various Designs of Hand-Made Spoon Oars
and Sweeps made of the Best Material,
Always on Hand.

WHOLESALE AND RETAIL.

We make it a point to keep in stock from 200 to 300 boats, and consequently can fill all orders for any style or model on short notice.

Our boats are all built from the best class of timber, copper fastened, designed by a skilled draughtsman, fitted with the finest trimmings, and as we employ none but first-class workmen, we are able to turn out a stock unexcelled in the market.

TOURISTS, READ THIS.

We operate the largest Boat Liveries in the United States and from this out we will be able to supply parties at any resort or camping place along the chain of lakes, with any amount of boats suitable for clubs, hunting, fishing, family use, etc. We rent Row Boats by the week or month at very reasonable rates, and can ship to any point desired on short notice.

Freight Rates and information cheerfully furnished on application.

DAVIS BOAT & OAR MFG. CO.

DETROIT, MICH., U. S. A.

Send 10c. for Catalogue of Boats and Fittings.

J. M. GREENE & CO.,



PHOTO ARTISTS

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CLEVELAND,

OHIO.

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CLARK & WATTS, CHAS. PARK, CHAS. CLARKE, FOLJAMB,
GREENE & WILLIAMS, J. M. GREENE,

At Three Dollars per Dozen.

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FURNISHED WITH

Strictly Pure Drugs and Toilet Requisites

AT REASONABLE PRICES.

SPECIAL ATTENTION GIVEN TO MAIL ORDERS.

OUR SODA FOUNTAIN IS THE FINEST IN THE WORLD.

BASSETT & L'HOMMEDIEU,

Wholesale and Retail Drug Merchants,

95 & 97 Woodward Ave., DETROIT, MICH.

Opposite the village is the summer home of Jay Cooke, Esq., of Philadelphia, whose castle-like villa stands half concealed among forest trees crowning the precipitous islet whose rocky frontage has suggested its name, "Gibraltar." Fine roads lead away across the island of Put-in-Bay to Perry's Cave, a remarkable underground abyss, to the new and extensive hotel, and to various fine points of outlook. Commodore Perry's famous naval victory over the British in the war of 1812 within view from these islands, and the fact that Put-in-Bay was a centre of operations has given the place a historic renown which attracts many people annually.

Lake Erie washes the borders of the four States of New York, Pennsylvania, Ohio and Michigan and the Dominion of Canada. It is 250 miles long and from 40 to 60 miles wide, the greatest depth being 204 feet. Its surface is 565 feet higher than that of the Hudson River at Albany.

The passenger westward bound who rises from his berth at a very early hour will enjoy a fine panorama of the Detroit River below the city. The steamer enters the river at Bar Point Light, and with Grosse Isle upon the left, passes through a score of miles of varied and pleasing waterside life, especially attractive in the light of early morning.

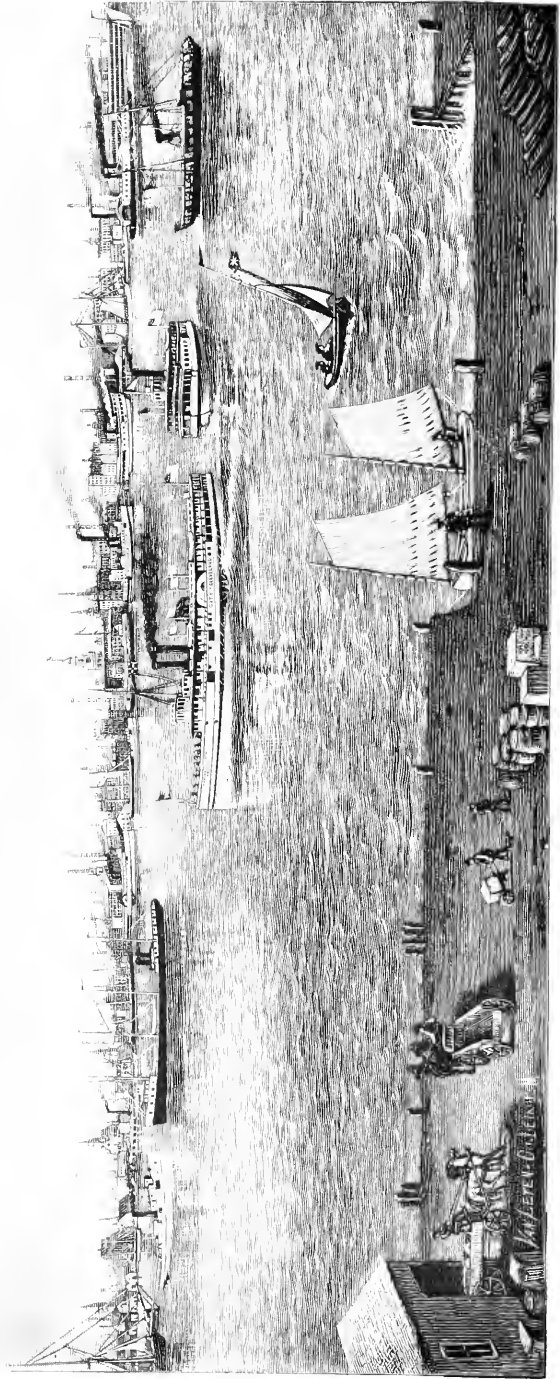
Father Hennepin, who passed up the river in early days, enthusiastically wrote: "The islands are the finest in the world; the strait is finer than Niagara; the banks are vast meadows, and the prospect terminates with hills crowned with vineyards, fruit bearing trees, groves and forests so well disposed that one would think nature alone could not have made without the help of art, so charming a prospect." Civilization has somewhat marred its freshness, but the strait still affords some of the loveliest river scenery in America.

Passengers destined for Mackinac or the Lake Huron Ports, and making close connection with the Lake Huron Division of the Detroit and Cleveland Steam Navigation Company, take breakfast on board before transferring.

The Cost of the Northward Voyage.

THE items of necessary expense in a round trip to Mackinac Island are shown below. They are, of course, only estimated, but are as likely to fall below as rise above the figures.

	From Cleveland.	From Detroit.
Transportation.....	\$ 9 00	\$7 00
Meals at 50 cents each.....	5 00	4 00
An upper berth for the trip.....	4 00	2 00
	\$28 00	\$13 00
Total with upper berth.....		
Extra for lower berth.....	2 00	1 00
	\$20 00	\$14 00
Total with lower berth.....		
Two persons in one room.....	38 00	27 00
Three persons in one room, add the transportation and meals only,.....	14 00	11 00
	\$52 00	\$38 00
Total cost, for three persons occupying but one room.....		



DETROIT HARBOR — SHOWING WATER FRONT OF CITY AND CHARACTER OF SHIPPING.

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Retailers.

Outfitters.

Fine Dry Goods,
High Novelties & Staple Goods
OF ALL DESCRIPTIONS.

SHOPPING BY MAIL MADE AN ATTRACTIVE
FEATURE.

TAYLOR,
WOOLFENDEN
& CO.

165, 167 & 169 Woodward Ave

DETROIT,
MICH.

Outfitting Department.

We are Direct Importers of all Materials used in this Branch of our
Business, and are prepared to give Estimates for Furnishing



and Public Institutions as Low as any Reliable House
in the Country.

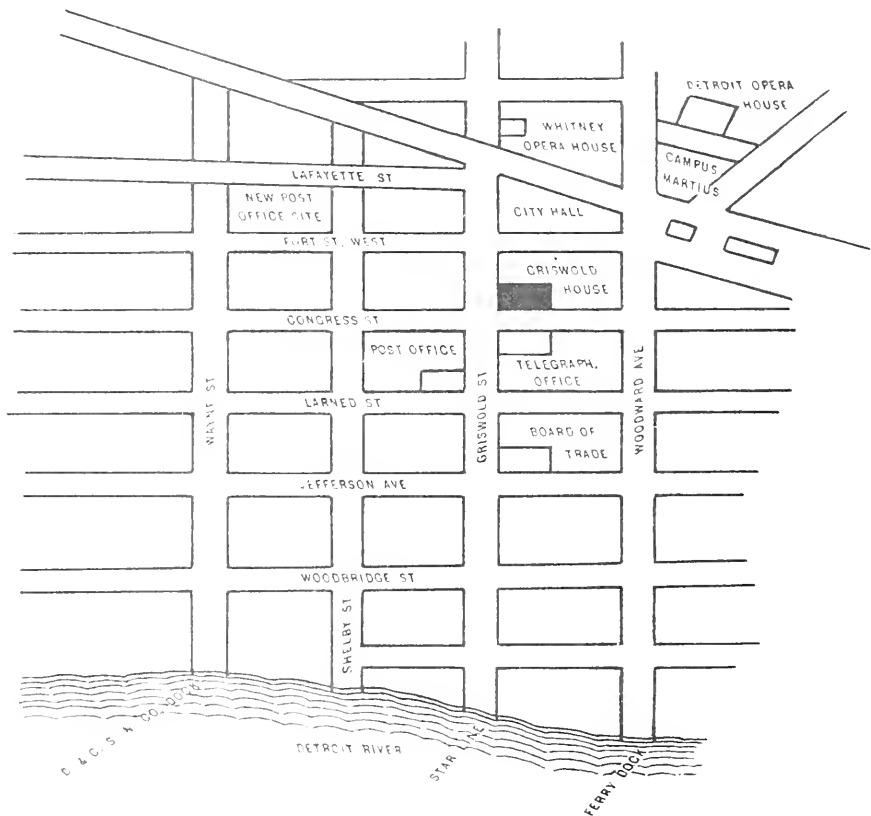
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Griswold & Congress Streets,
DETROIT, MICH.

Leading Thoroughfare of the City.

Rates, \$2.00 per Day.

All Meals 50c. Each.



An Especially Desirable Hotel for Ladies and Families, situated opposite Post Office. Western Union Telegraph Offices, one block from City Hall.

The Nearest First-Class Hotel to all Boat Lines and Depots.

ALBERT MAXWELL, Prop'r.

EGBERT T. OSBORN, Manager.

A single individual desiring to occupy a room by himself, can arrange for it at an advance of the above prices. Meals and berths are arranged for exclusively by the company.

This delightful trip to Mackinac by water, a round trip distance of 960 miles from Cleveland or 740 from Detroit, and costing but about \$4.25 per day, is within the reach of a large number who make a practice of leaving home for a short time during the summer months.

Parties who intend taking the Wednesday or Friday morning steamer, and arrive in Detroit Tuesday or Thursday evening, will be accommodated with rooms for those nights without extra charge, if applied for early in the evening at the general passenger office.

On Wednesday and Friday mornings, the steamers City of Alpena or City of Mackinac are found nearly ready to sail. Mondays and Saturdays they do not leave until night, which gives an excellent opportunity to view the beauties of Detroit.

A trip of thirty hours by the City of Mackinac Wednesday mornings and Saturday nights, or the City of Alpena Monday nights and Friday mornings, brings you to the great historic summer resort and sanitarium, Mackinac Island.

The City of Detroit.

THE most reliable authorities now credit Detroit with a population of about 200,000. This city enjoys the distinction of being the oldest city in the West, and maintains its place as the commercial metropolis of Michigan. Like Cleveland it is a city of unusual beauty of situation and of varied local attraction. Its streets are broad and in the residence sections shaded with an abundance of fine trees.

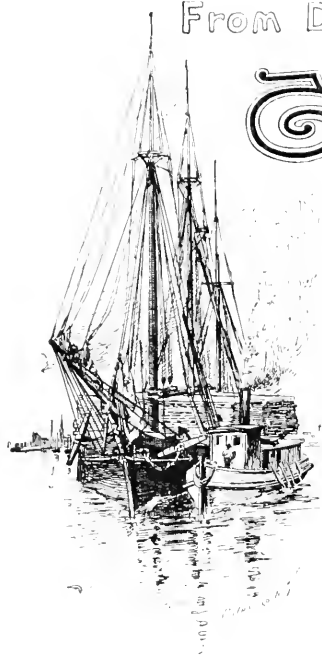
The private homes of its well-to-do citizens are usually located in the centre of attractive grounds affording a village-like air which tempts many transient visitors to prolong a summer visit from days to weeks.

The superb Detroit River flowing past the extended water-front affords an excellent means for boating and fishing. An electrical railway leads to Grosse Pointe, a congregation of costly suburban residences, looking out upon Lake St. Clair, and Belle Isle Park, the pride of the citizens, may be reached by either land or water. Detroit is blessed with excellent hotels. From Detroit an intricate system of railways leads away in every direction, making favorable connections with all the company's steamers.

Detroit employs the aerial system of street lighting, having about 150 electric towers, varying in elevation from 100 to 250 feet, each with its cluster of brilliant arc lights of great power, and the effect as seen at night from the deck of a departing steamer is impressive and beautiful.

The tonnage of vessels annually passing through the Detroit River is said to exceed that of our national foreign commerce.

From Detroit Northward.

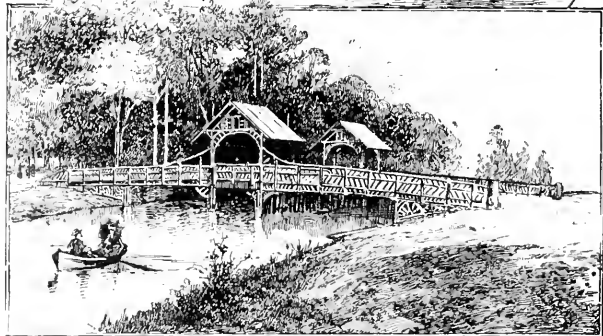
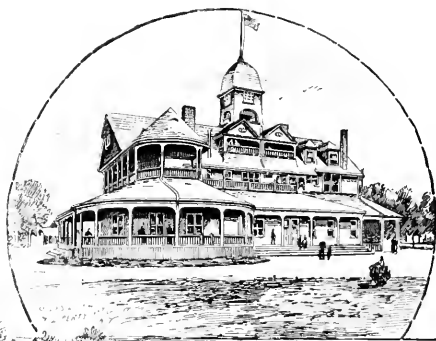


THE time is nine o'clock upon a bright July morning. The last passenger, after dodging frantically among the departing drays, baggage-wagons and supply carts, is safely, if breathlessly, aboard, the gang plank is pulled in; the whistle sends a hoarse echo over the blue river, and now the huge black prow of the steamer draws ponderously back from the wharf and the voyage is begun. Groups of brightly clad travelers are already assembled upon the broad triangle of the forward deck and upon the crescent aft, wearing that pleasingly expectant expression of face which presages new and agreeable experience.

As we gain the centre of the swirling green current of the river, a fine panorama of the busy City of Detroit opens to the eye. In front are mile upon mile of wharfage and railway termini, closely lined with the multiform steam and sail craft of the upper lakes. Behind this rampart of commerce rise the solid business squares of

the city, and more distant the shady avenues of residence stretching back to suburbs not less pleasing to the visitor.

The amber smoke from a thousand busy work-shop fires floats upward and outward, to mingle with the yellow haze that broods over the water, through which ghostly schooners, barges and fisher craft drift in groups as picturesque as the argosies of the Grand Venetian Canal. The black cubes of elevators loom up above the general level of the shore line; the noise of busy freight yards and of the calking mallet come in softened cadence over the tide. Presently all these things are behind us and Belle Isle, the city's spacious park, claims attention, terminating in Windmill Point, whereon is set a handsome brick light-beacon.

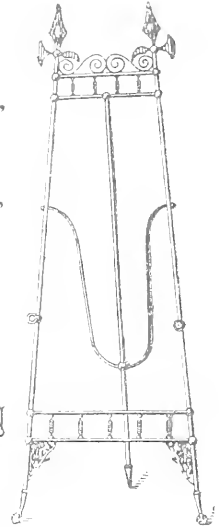


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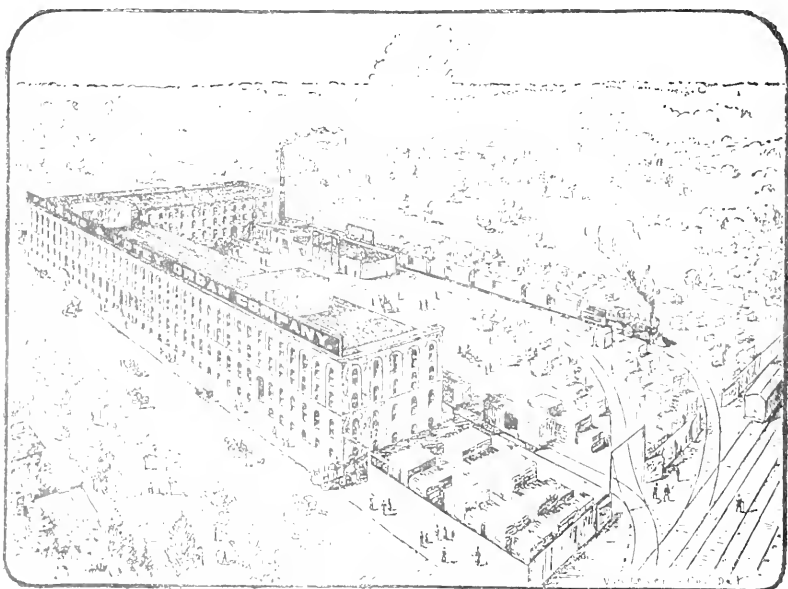
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LENGTH 200-FT. LENGTH OF II 100-FT. WIDTH 40-FT.

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Detroit Music Co., Local Agents, 184 Woodward Ave.



MARINE CITY.

St. Clair Lake and River.

OVER to the right, upon the Canadian shore are vistas of groves, orchards, villages and weather-worn fishing stations.

Three miles away to the westward the clustered villas of Grosse Pointe shimmer upon the hot morning air.

Beyond the light-ship the glassy expanse spreads unbroken except by the prows and paddles of hurrying steamboats and puffing tugs, conveying deeply laden vessels into port.

There is something in all this scene suggestive of the busy river life of the Mississippi, down toward her jetties, and certain happy mornings spent in drifting down between the fragrant orange groves of the delta come pleasurably to the mind as we plow the blue expanse of placid Lake St. Clair.

The transit of Lake St. Clair is made in an hour and a half, the distance to the St. Clair Flats being 22 miles.

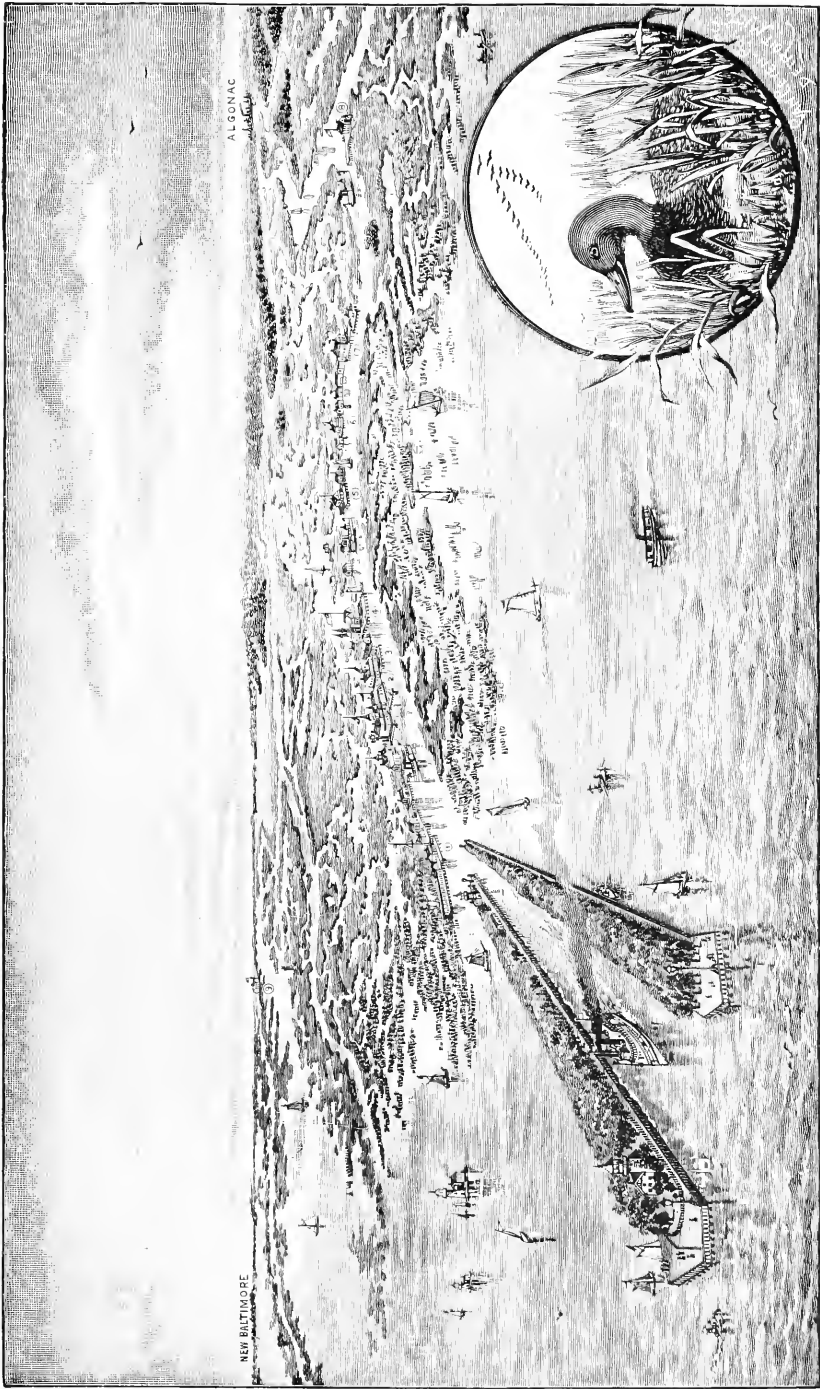
The entrance to St. Clair River through the narrow winding channels at this point was formerly attended with great danger. To improve and shorten the entrance, the U. S. Government constructed a ship canal, which was completed in 1871, at a cost of \$653,550. It is 8,200 feet long, 200 feet wide, and 16 feet deep.

The St. Clair Flats belong to the government, and those who have built cottages, hotels and club-houses, hold possession by the right of Squatter Sovereignty only. The buildings are set on dry land, made with earth dredged from around each site. Before many years the bank on the American side will be lined with public and private resorts. The St. Clair River is 48 miles long, $1\frac{1}{4}$ wide, and is the connecting link between the great upper and lower lakes. Unlike the great Mississippi, the beautiful Hudson, and other famous rivers, the waters of the St. Clair are always clear. Not only does the traffic upon this river impress one with the vastness of the commerce of the great lakes, but its continually changing panoramic views produce a lasting effect on the mind.

A study of the fine bird's-eye view of the St. Clair Flats will afford the reader a vivid and truthful idea of this interesting section.

The several large and costly club-houses are ranged along the left-hand or port-side shore, the Rushmere being the most extensive structure of the kind upon the lakes. The steamer does not stop here but speeds along to Marine City.

This is a community of 2,500 inhabitants located on the St. Clair River at the mouth of the Belle River, 43 miles from Detroit. Its principal industry is shipbuilding, having one of the largest plants for the town's size in the country. A bed of rock-salt, about 115 feet in thickness, underlies this region



NEW BALTIMORE

ALGONAC

BIRD'S EYE VIEW OF U. S. GOVERNMENT CANAL AND THE ST. CLAIR FLATS. THE FAMOUS FISHING AND SHOOTING GROUNDS. HOME OF THE BLACK BASS AND DUCK. 1. St. Clair Fishing and Shooting Club, 2. Rushmere Club, 3. Butler's, 4. Star Island Hotel, 5. Boydell's, 6. Peninsular Shooting and Fishing Club, 7. Bedor's, 8. Canadian Club House, 9. North Channel Club House.

at an average depth of 1,700 feet and makes it one of the principal points of the great salt-producing area of Michigan of which the Saginaws, Bay City and Oscoda are the centres. The method of rendering is by pumping river water into the wells, which, becoming brine, is forced back into tanks and evaporated into salt.

ST. CLAIR is 50 miles from Detroit and has a population of 3,000. The location is a charming natural site at one of the widest and most picturesque points on the river, where the shore makes a grand curve, giving the town, built upon its high and sloping bank, a most commanding appearance.

This is, undoubtedly, the best point in Lower Michigan for camping clubs. Numerous groves sloping to the water's edge and offering every facility for boating and bathing are for rent at low prices, while a wooded bluff, which extends parallel with the river, gives a commanding outlook and ample shelter for tents. Campers are within easy reach of a base of supplies, and enjoy at this point the best mail and telegraph facilities. The fishing in the river is fair.

Within the past few years the enterprise of the Detroit and Cleveland Steam Navigation Company has attracted to these shores a constant stream of visitors from the more southerly and easterly parts of the country, most of whom pitch their tents and establish summer colonies which maintain their existence for a month or more at a time. The "Smoky City," indeed, has been so largely represented that it has been suggested the place might well be called Little Pittsburg.

The famous St. Clair mineral spring is the great natural attraction of St. Clair. The handsome and extensive Oakland Hotel, managed in connection with the spring, has a frontage upon the river of 600 feet. Its rooms are unusually large and elegantly furnished, and guests will find every possible comfort and amusement provided, such as billiards, shooting gallery, bowling, swimming baths, and other in-door amusements, while on the lawns may be found the different games of the day. The livery establishment supplies rigs of all descriptions, from the Shetland pony and cart to the stately landau, the spirited Kentucky saddler and spacious park wagon. For riding and driving a fine road extends along the river a distance of thirty miles. There are numerous attractions in and about the Oakland, which will be best appreciated by a personal visit. A bath-house adjoining the hotel has thirty handsomely furnished rooms.

Many business men of Cleveland and vicinity who haven't time to visit Mackinac, send their families here, as they can visit them every week without loss of business hours, by means of the company's Sunday night trips on the Lake Erie Division.

PORT HURON, on the St. Clair River, at the foot of Lake Huron, is 62 miles from Detroit, and has 15,000 inhabitants. The soil is sandy and consequently free from malaria, which, with water clear as crystal and the cool breeze from Lake Huron, afford two great vitalizing elements of nature, pure air and water, making it a healthful city, and a pleasant place in which to pass a hot summer. On the opposite bank of the river (Canada) Sarnia with 5,000 inhabitants, is beautifully situated, and has long been a great resort for Southern people. There are hotels and all conveniences for tourists. One mile above is Sarnia Bay, a paradise for sportsmen. Splendid fishing is found here—pickerel, bass and perch. Ducks of all kinds are shot in

CLEVELAND LINSEED OIL CO.,

MANUFACTURERS OF

Raw and Kettle Boiled Linseed Oil.

Steamed Cooked Linseed Meal, Oil Cake, Oil Meal, Ground Seed.

We guarantee all Linseed Oil Manufactured by us to be Strictly Pure.

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CLEVELAND, OHIO.

IRON CLAD PAINT CO.

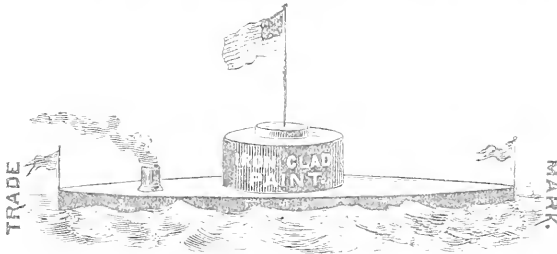
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PAINT PATENTED.

Not Calcined. **FOUR NATURAL COLORS.** Not Burnt

The most fire-proof, the most water-proof, the most economical and most durable paint ready to use. It stood the test of twenty years.

READY MIXED.

Furnished in Barrels of 50 gallons. In pails of 5 gallons, and in gallon pails, 6 pails or gallons in a case. No. 1, Rossie Red, weighs 13½ lbs. to the gallon. No. 2, Light Brown, weighs 13¼ lbs. to the gallon. No. 3, Brown Purple, weighs 15¼ lbs. to the gallon. No. 4, Brown, weighs 13½ lbs. to the gallon.

See that the packages are all marked with the above Trade Mark; unless so marked they are frauds. Also furnished ground stiff (paste) in pure boiled linseed oil, in 25 lb. cans, 4 in a case, in 100 lb. cans and in half-barrel packages. Also Dry Paint in barrels and half-barrels. Address all orders to

IRON CLAD PAINT CO., No. 3 Case Building, CLEVELAND, O.
JAMES WADE, Sec'y and Treas.



Strangers and Excursionists

Visiting Detroit: will find it to their advantage to patronize the

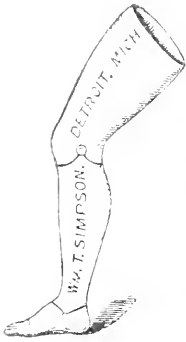
NEW YORK RESTAURANT,

82 WOODWARD AVENUE.

For Reasonable Prices, Neatness and Quality, they Cannot be Excelled.

Next Door to the Museum,

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ONLY SUCCESSOR TO JAS. A. FOSTER, IN MICHIGAN, IN THE MANUFACTURE OF
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ARTIFICIAL LIMBS,

112 and 114 Bates St., Cor. Congress St.,

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Blank applications for Limbs and transportation - or
commutation therefor - and Illustrated
Catalogues furnished free.



“THE GRANDE POINTE,” Grande Pointe, St. Clair Co., Mich.

Entirely New Hotel at the Head of the St. Clair Flats.

Rates. \$2.50 per Day.

J. S. BRUBAKER. Proprietor.

“DAIRY LUNCH”

Tables Reserved for Ladies.

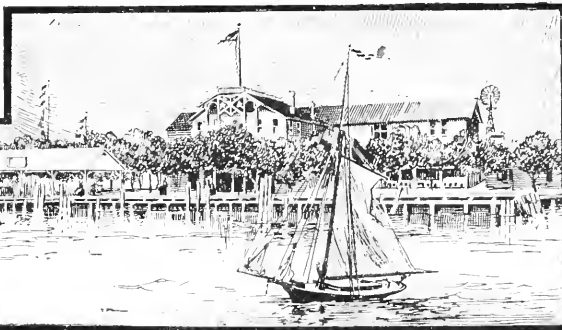
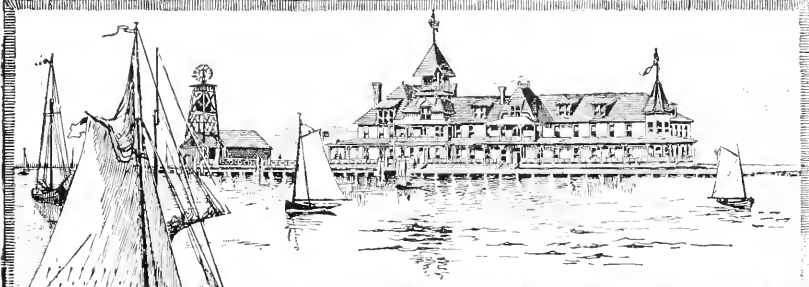
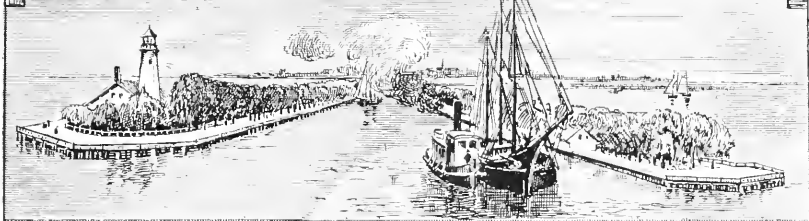
98 and 100 Woodward Avenue.

Parcels Cared for Free of Charge.

CRAWFORD'S.

Toilet Rooms for Ladies.

THIS IS THE ONLY “DAIRY LUNCH” IN DETROIT.



AT ST. CLAIR FLATS.

1. Gunning. 2. The Government Jetties. 3. Rushmere Club House. 4. Star Island Club House. 5. After Muscalonge.

large quantities. At Fort Gratiot, one mile above Port Huron, is the crossing of the Grand Trunk system of railways. This crossing is now effected by car ferries but within two or three years will probably be done by tunnel.

The company's tourist business from the Canadian cities comes via this route and the vast amount of going and coming makes this port the third of the company's southern termini rather than a way port. The fort established in 1814 was discontinued in 1879. Two miles north of Fort Gratiot are Huronia and Gratiot beaches. They are connected with the city by electric railroads; famous resorts for families; are established on economical principles. At this point the lake narrows to the entrance of St. Clair River, and a fine view is had of the shipping. Often fifty sail of vessel, steamers and tugs are in view at once, presenting a panorama that is greatly admired. This resort, nestled among trees, consists of a long line of cottages, with a central dining-hall. A white sand beach lies between them and the lake. The buildings are all of a neat style of architecture, and present an attractive appearance. Fresh water bathing is excellent. There are several good hotels in the city. The banks of St. Clair River from St. Clair to Port Huron are rapidly building up with summer cottages, and in a few years will present the spectacle of an almost continuous line of handsome villas. In this respect the St. Clair River is holding its own among the famous riverside resorts of the United States.

Up Lake Huron.

THE steamers of the Detroit and Cleveland line do not stop at Fort Gratiot, as passengers who have come from Montreal and other points in Canada are taken by the Grand Trunk Railway to Port Huron only a mile below. The steamers City of Mackinac and City of Alpena leave Port Huron going north Wednesday and Friday afternoons, and Tuesday and Sunday mornings.

There has been so much of interest to take the attention for the past six hours that the trip through the lake is a pleasant relief. From this out all points of interest are seen on the port side, the Canadian shore being far away. We get outside, and from "abreast" of Fort Gratiot light the steamer is put on her course for three and one-half hours which brings us to within five miles of Sand Beach, when we "haul in" for the harbor of refuge. The captain, who likes "lots of sea room," keeps well out into the lake.

Sand Beach, 124 miles from Detroit, is interesting in connection with the splendid government breakwater, 8,000 feet in length, and built at a cost of over \$1,000,000. It forms a commodious harbor of inestimable value to sail craft as a refuge in forbidding weather. The village derives its name from a beach of fine white sand in front of the natural terrace upon which it is located. Fishing is excellent here and facilities for its enjoyment adequate.

After an exchange of passengers and freight at the end of the long wharf our steamer resumes her course. Five minutes takes us outside the breakwater, and we head for Point Au Barques light, which is reached in one hour. This point is at the entrance to Saginaw Bay, which is crossed in two and one-half hours, a distance of 45 miles.

THE F. SCHUMACHER MILLING CO., AKRON, OHIO,

MANUFACTURERS OF **PARCHED FARINOSE AND ROLLED WHEAT.**

ROLLED AVENA,

The best product made from White Oats. Put up in barrels and cases of 36 packages, 2 lbs. each. Oat Meal, Cracked Wheat, Farina, Pearl Barley, Whole Winter Wheat and W. W. W. Graham Flour, always pure, always reliable. Granulated and Coarse Pearl Hominy, White and Yellow Granulated Corn Meal. The Company has recently added to its long list.

A NEW CEREAL OF INESTIMABLE VALUE,

To those suffering from impaired digestion. Rich in GLUTEN, GERM, GUM or DEXTRINE. It is favorably received wherever introduced under the name and trademark of

PARCHED FARINOSE.

For Infants,—

It may well supersede all other foods,—save milk, which can never find a perfect substitute during the first weeks of life.—It contains all the elements demanded by the growing life, and its ready and perfect digestion involves no strain upon feeble digestive powers. For like reasons it is invaluable for INVALIDS. By FEVER PATIENTS it is used as a thin gruel, and is partaken of with some relish even when genuine appetite and all craving for food are suspended. For all refined, progressive human beings, it will prove a perfect food, supplying ALL WASTE, and RESTORING EVERY EXHAUSTED ENERGY. Added to all these excellencies, its appetizing flavor will commend it to the palate of MAN, WOMAN and CHILD alike. The 2 lb. package used for putting up our cereals, being substantially air tight, preserves the original sweet flavor, and hence the goods should be handled in that shape.

FOR SALE BY ALL WIDE AWAKE GROCERS.

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Is not Complete without a Visit to

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126 Miami Avenue, DETROIT.

This REMARKABLE MAN has effected more cures, and done more for suffering humanity, than any physician known. His name is a household word throughout all the Lake States. He has become so popular that all **first-class passenger routes** carry passengers to and from Gun Wa's Office, in Detroit, at half rate, and all lines of any importance are known by the general cognomen of

THE GUN WA ROUTE,

Any Steamboat Ticket Office will furnish, on application, free of charge,

GUN WA CERTIFICATES,

which, when endorsed, will entitle the holder to return,

PASSAGE FREE,

Thus giving to hundreds, who could not otherwise afford it, a health-giving trip on the beautiful lakes, as well as a

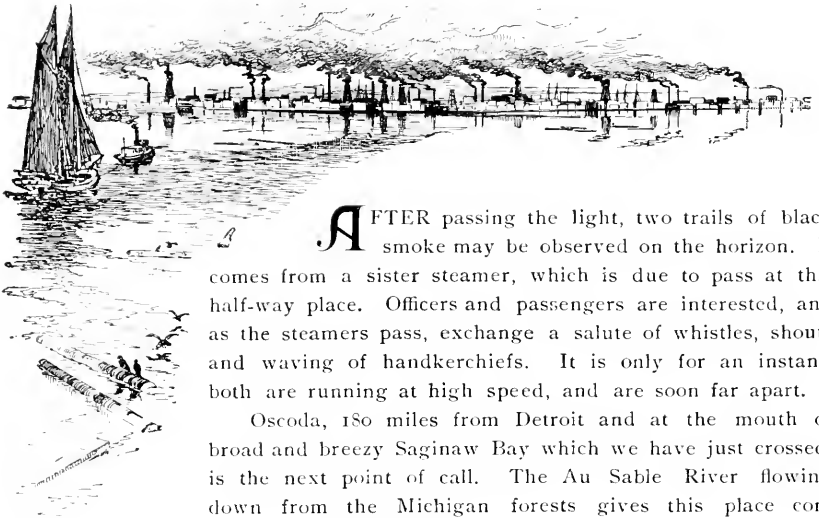
HALF FARE TO DETROIT,

where they can obtain from Gun Wa, Consultation and Advice **FREE.**



HERON'S EYE VIEW OF FORT HERON.

Alpena, Mich.



AFTER passing the light, two trails of black smoke may be observed on the horizon. It comes from a sister steamer, which is due to pass at this half-way place. Officers and passengers are interested, and as the steamers pass, exchange a salute of whistles, shouts and waving of handkerchiefs. It is only for an instant, both are running at high speed, and are soon far apart.

Oscoda, 180 miles from Detroit and at the mouth of broad and breezy Saginaw Bay which we have just crossed, is the next point of call. The Au Sable River flowing down from the Michigan forests gives this place considerable importance as a lumbering depot.

This town and the village of Au Sable opposite have a joint population of about 5,000. They will probably be united before long.

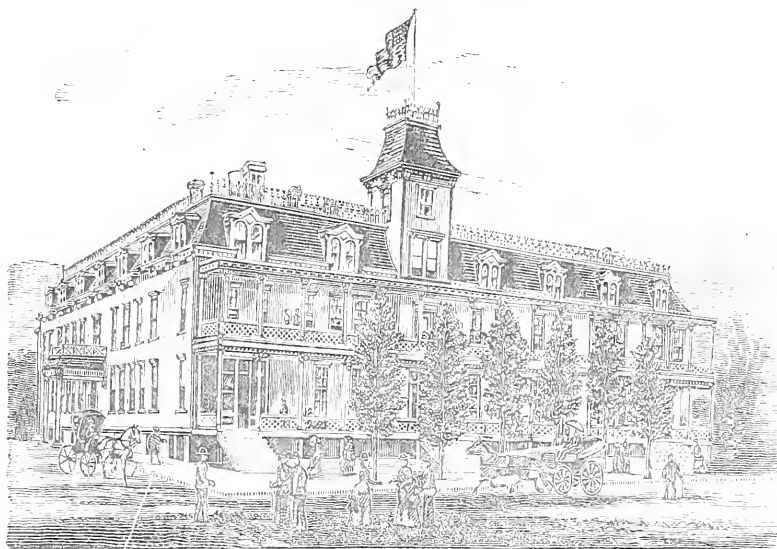
There is no place in Michigan which will give the traveler a better idea of the magnitude of the lumber manufacture and traffic than the City of Alpena. The speed and economy with which a log taken fresh from the water is cut into shapely lumber and placed upon the wharves ready for shipment is simply wonderful.

Far out across a breezeless, mirror-like expanse the resinous odor of burning wood comes to our nostrils. Floating away from scores of huge black funnels that are reared above the general level of the town, is a dense umber cloud of smoke drifting gently out, purpling the sky and water with its shadow.

Along the front of the town a golden rampart of lumber cubes extends, with dark openings between where the entrances to the docks are found. A light-house marks the mouth of the river. It is slow steaming here for vagrant logs float everywhere, ugly fellows to catch beneath our wheels. The tapering masts of a score of schooners show among the vast expanses of lumber. Snowy plumes of steam rise and fall amid the smoke wreaths. Nearly everything is wood and the rest is sawdust. Alpena is 228 miles from Detroit, and has a population of about 11,000. It is located upon Thunder Bay at the mouth of a river of the same name. The present output of lumber is 175,000,000 feet per annum. The fishery interests centering here are large and important. Large sail boats and heavy tugs are employed in this pursuit. As the hotels at Alpena are excellent many people stop over here to indulge in fishing with hook and line, and upon the islands of the bay many clubs of campers are located every summer. Long Lake, seven miles inland, is also favored as a sporting point. From the United States Fish Hatchery thirty

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CHURCHILL

ALPENA, MICH.



NEW AND ELEGANTLY FURNISHED HOTEL.
100 ROOMS.

Wide Halls and Verandas, Large Parlors and Well Ventilated Rooms, Elevator, Steam, Electric Bells, Open Fire Places, Bath Rooms; all Modern Conveniences.

Billiard Tables, Croquet and Ball Grounds. Steam Pleasure Yacht on Bay. Fine Fishing and Boating on Inland Lakes.

Good Saddle and Carriage Horses.

HAY FEVER SUFFERERS WILL FIND IMMEDIATE RELIEF IN THIS CLIMATE.

Parents seeking a good, Healthy Climate for Children, will find the Hotel abundantly Supplied with Fresh Milk, Cream and Butter, from the Churchill's Lake Side Jersey Farm.

Rates, \$2.50 and \$3.00 per Day.

Families and Parties, \$12 to \$21 per Week.

W. L. & H. D. CHURCHILL, Proprietors.

N. H. HENCHMAN, JR., Manager.

NOTE E. SAGE, Chief Clerk.

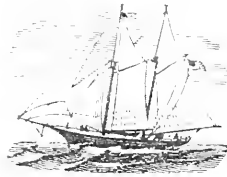
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WHOLESALE AND RETAIL DEALERS IN

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FLOUR, FEED, HAY AND GRAIN.

A Large Supply of Fresh
Butter and Eggs.
Constantly on
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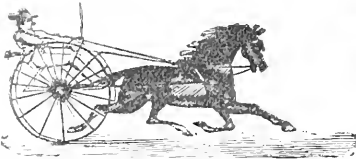


Prompt Attention Given
to Marine Trade.

Goods Delivered on Time.

Comstock Block, - Second Street,
ALPENA, MICH.

J. E. DENTON,



Livery and
Hack Barn

RIVER STREET, - - ALPENA.

TELEPHONE 141.

E. H. Furbush,

OMNIBUS • AND • BAGGAGE • LINE,

Passengers and Baggage taken to and from all
Trains and Boats.

**Special attention given to Moving Pianos, Safes, Fur-
niture and all kinds of Heavy Machinery.**

Telephone 135.

No. 209 North 2nd Street.

ALPENA, - MICH.

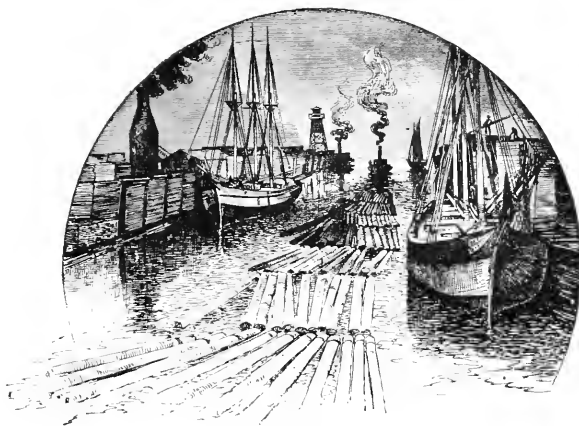
millions of young white-fish are shipped each spring and planted in Thunder Bay and various points upon Lakes Huron, Michigan and Superior.

Alpena has presented until within two years the unusual spectacle of a prosperous city of 10,000 inhabitants having no railroad connections, and shut in from all commercial traffic with the outer world for four months in the year.

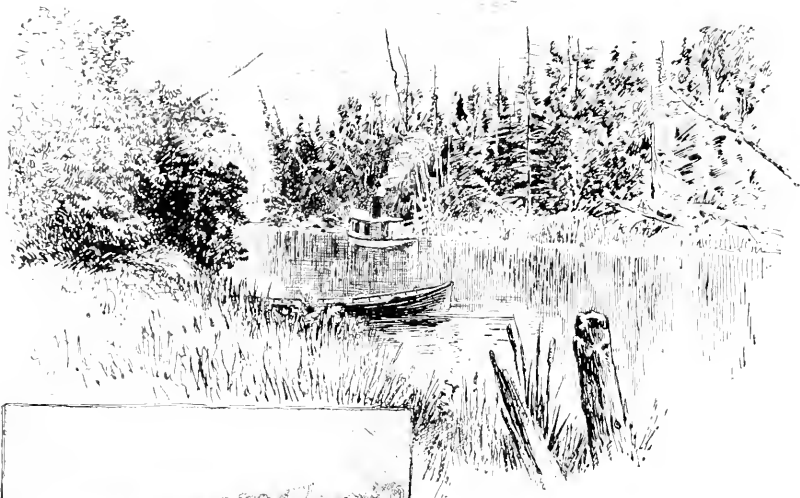
Thunder Bay is one of the best harbors upon the chain of lakes being free from shoals and ledges and having a good anchorage. It is formed by a narrow peninsula turning southward at its extreme.

When the steamer leaves Alpena, the novel sight is presented of the huge craft backing, crab-like, out of the harbor, the river-mouth being so pent-up that there is no room to turn. To facilitate this retreat and preserve the paddles from damage from the masses of floating timber and debris from the mills, a tug is brought into service, the pigmy craft pulling "manfully" at the big steamer until she is well outside of the light-house with abundant sea-room to turn about in. Then we head away out around the surf-beaten point that guards the entrance of Thunder Bay, and next in order come to Cheboygan, another great port for the leading staple of the State of Michigan.

Crowding in among the lake craft of all sorts, the steamer comes up to her wharf and we take advantage of the brief stop to cross the gang-plank and tread the soil of the town, just to be able to say, with due regard for truth, that we have been there.



ALPENA HARBOR.

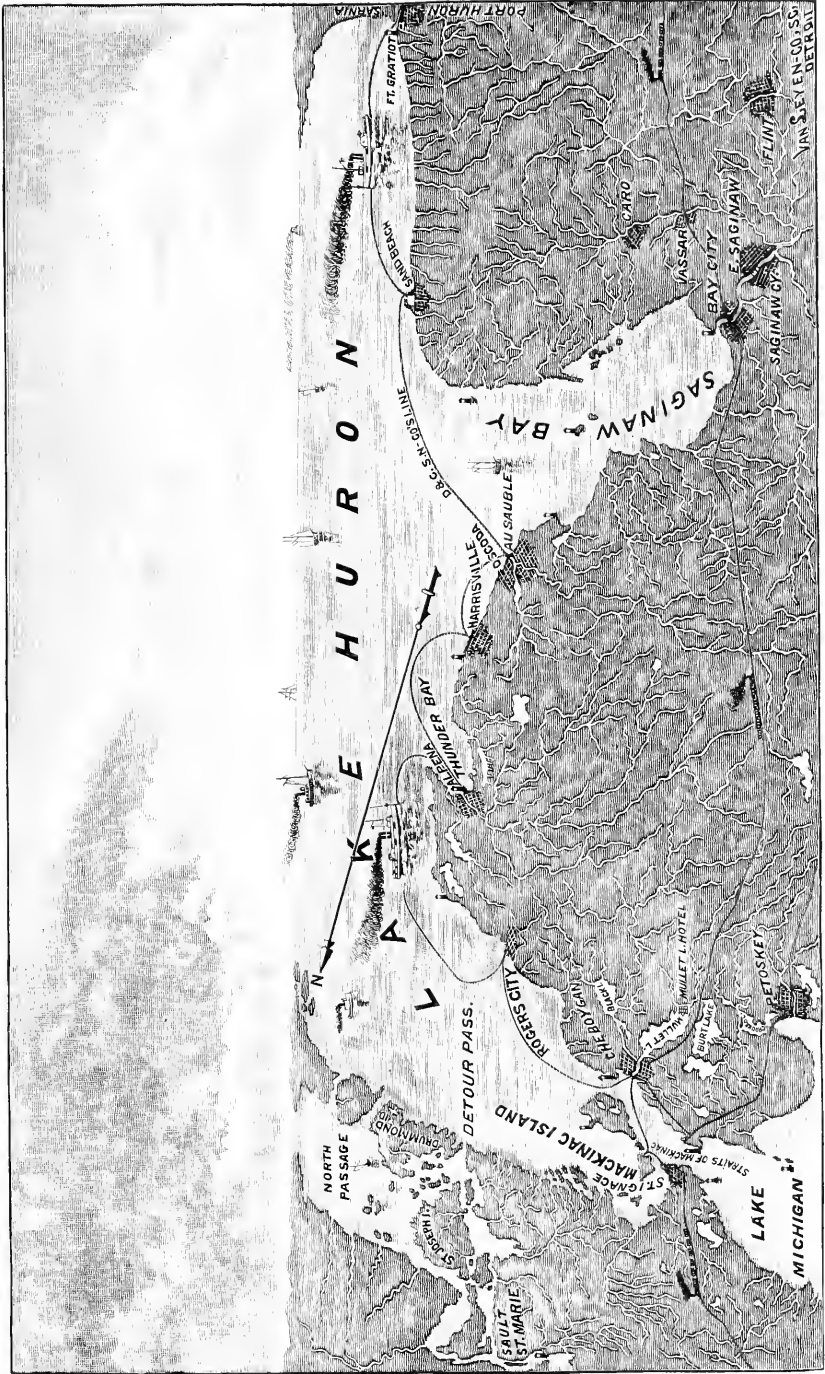


ALONG THE INLAND ROUTE.

Cheboygan.

THIS is the largest village in Michigan, 329 miles from Detroit, and 16 from Mackinac Island, at the entrance from Lake Huron into the Straits of Mackinac, has a population of 6,000, and was settled in 1846 as a fishing station. Situated at the mouth of the Cheboygan River, whose water power is about 5,000, and harbor excellent, its location is one of the finest and most advantageous in the State. It has extensive lumber interests, the many saw-mills cutting about 130,000,000 feet per year. Among the natural advantages of the town are its flowing wells, which, being bored from twenty-five to seventy-five feet, throw the

pure, cold water to a height of several feet. Cheboygan River is navigable for small craft, and is the outlet of an extensive system of romantic lakes and rivers which cut across the northern part of the peninsular State, and connect the west shore of Lake Huron with the east shore of Lake Michigan, linking together Cheboygan, Petoskey, Harbor Springs, and the Traverse Bay region. A trip through this intricate inland route is a delightful novelty to the tourist, who is provided by the Inland Navigation Company with steamers which are constructed especially for the purpose. Arriving at Petoskey, should you prefer to return by another route, you can choose between



BIRD'S EYE VIEW LAKE HURON.

the steamers on Lake Michigan or rail to Mackinaw City, and thence by ferry steamer across the Straits of Mackinac to the island; the distance being forty miles. Michigan occupies a leading position in its attention to the culture and protection of fish. Doubtless this arises from the fact that the State is so largely surrounded by water, and has such an innumerable number of lakes and streams. One county, containing but 900 square miles of land, has over 500 lakes which are clear bodies of spring water, with bold shores, some of which are beautiful beyond description. The intelligent and progressive fish commission of the State have annually planted the lakes and streams with millions of selected and hatched spawn.

On to Mackinac.

FROM Cheboygan the steamer makes the final course of her trip to Mackinac. The island at first appearing as a prolongation of its greater neighbor, Bois Blanc, rears its crest above the horizon, and illumed by the warm light of the afternoon sun seems floating in a gold and purple sea. Far to the left the open gates of the straits reveal the waters of Lake Michigan. Fleets of schooners and steam-freighters are passing in and out. As we gain upon the island, the white fort above the village and the long white hotel to the westward are defined. Then the little port itself, stretched along the graceful sweep of its strand, appears from behind its breakwater, Round Island, the bar is crossed, and with a long curve the steamer comes to her landing.



A STREET IN OLD MACKINAC.

There is nothing else in the West like Mackinac. It has the look and flavor of some Acadian towns to be seen in Nova Scotia and New Brunswick. Low-browed, heavily built shops and houses, some of which, being removed to make way for modern stores and villas, show timber enough to build a small ship.

Scattered among these are a few pretty cottages, occupied by people from the cities during summers, while groups of more costly villas are ranged along the highland both to the right and left of the village. Schooners and local steamboats unloading lumber, coal and general supplies lend an air of commercial activity to

BAY PORT HOTEL

(SUMMER RESORT.)

BAY PORT,

MICHIGAN.



Operated by Saginaw, Tuscola & Huron R. R. Co.

To the person in search of a delightful retreat at which to spend the Summer Vacation for a moderate expense, let us direct you to Bay Port, which from its desirable location, beautiful grounds, healthful balmy air, pure spring water, excellent bathing, fishing, and superb hotel accommodations, has justly been styled "The Resorters' Paradise."

Bay Port is situated on the shore of Wild Fowl Bay, an arm of Lake Huron. The waters of the Bay afford the safest and best boating and bathing to be found in the Northwest. The fishing is excellent; lovers of the sport can always be accommodated with boats, tackle and experienced attendants. The shores of the Bay are fringed with beautiful groves of evergreen trees. The soil is light and sandy, thus assuring an atmosphere perfectly pure and free from malaria. The climate of Bay Port has proven to be wonderfully beneficial to *Hay Fever Patients*, affording relief in cases where other noted resorts failed. The water from the Bay Port Springs is shown by the Analysis of Prof. Kedzie, to be 99.9% purity. This water is used exclusively by the Bay Port Hotel for drinking and culinary purposes.

The Bay Port Hotel is *strictly first-class*, being provided with all the Modern Conveniences for the accommodation and comfort of guests. The sanitary arrangements are perfect in every feature. It will be the constant aim of the management to have the Service and Cuisine of the Hotel unexcelled.

RATES FOR BOARD AND ROOM.

For One Person. One Room.

For Two Persons. One Room.

Per Day, \$2.50 to \$3.50.

Per Day, \$4.00 to \$5.00.

Per Week, \$14.00 to \$21.00.

Per Week, \$21.00 to \$30.00.

Per Month, \$40.00 to \$77.50.

Per Month, \$77.50 to \$108.50.

Special Rates to Families for the Season.

Capacity of Hotel, - - 300 Guests.

HOW TO REACH BAY PORT.—Come to East Saginaw by any chosen route, then via the *Saginaw, Tuscola & Huron R. R.* to Bay Port. Distance from Saginaw, 49 miles. Tourist rates and round trip tickets for Bay Port can be procured at any R. R. Ticket Office. For further information regarding rooms, rates, etc., at the Bay Port Hotel, address,

D. H. WEBSTER, Manager, BAY PORT, MICH.

THE RUSSELL HOUSE

DETROIT.

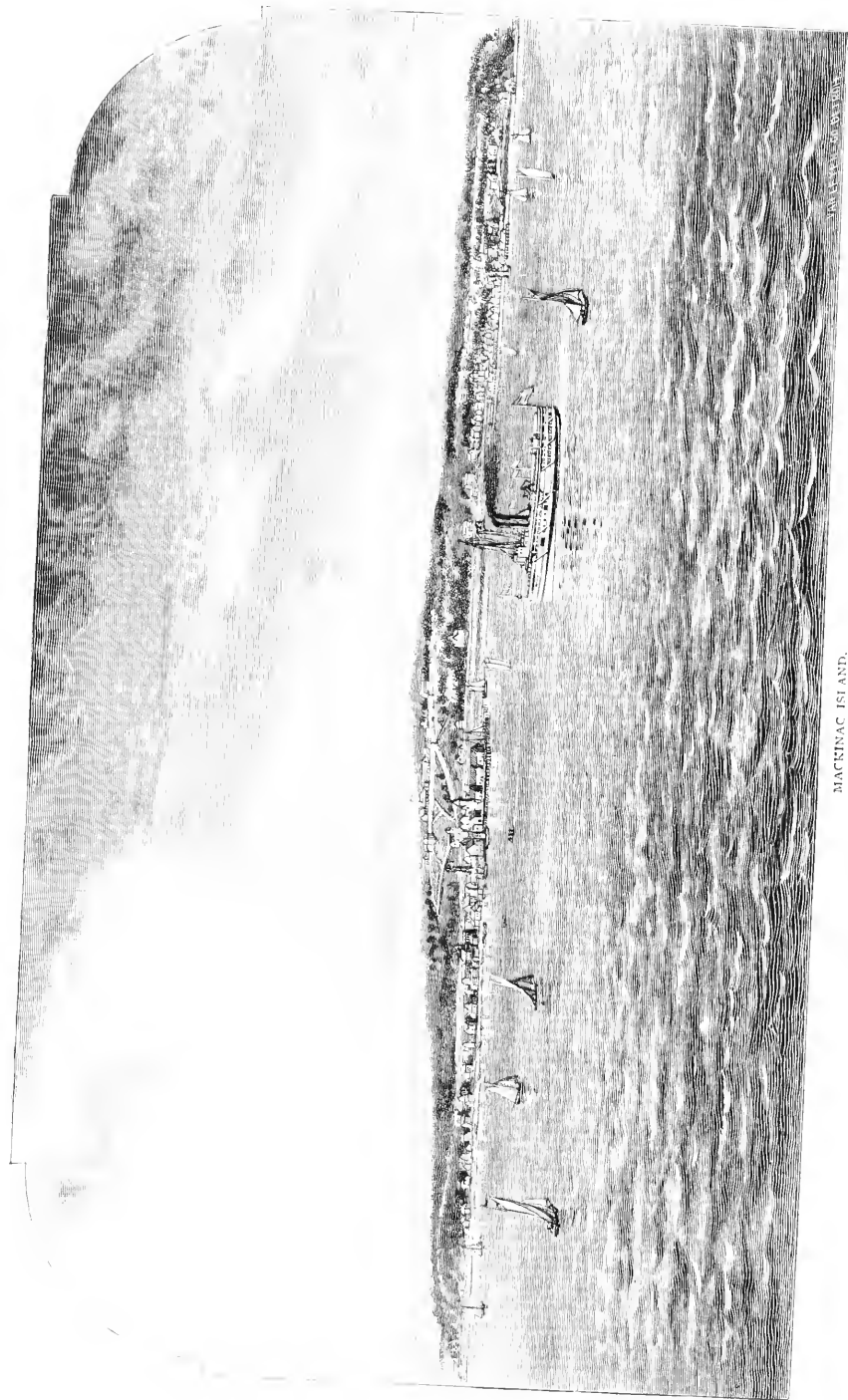


This elegant Hotel is situated on the "Campus Martius," or "Public Square," opposite "City Hall," "Opera House," and "Soldiers' and Sailors' Monument." Its central location makes it a most delightful stopping place, and it has always enjoyed the patronage of the most distinguished travelers of both continents. The "Russell House" has every modern improvement, electric lighting, etc.; and a magnificent new dining-room has just been completed, equal to any in this country. Cuisine, appointments and management unsurpassed. The precautions against fire are a great feature of this house, and are as perfect as human forethought can make them.

W. J. CHITTENDEN & CO., Props.

W. J. CHITTENDEN.

LEWIS A. MCCREARY



MACKINAC ISLAND.

PAUL F. W. W. W. W.

the wharves. Out upon the harbor a group of superb schooner yachts, bright with flags and gay with youthful mariners, are at anchor. This is the rendezvous for the great racing events of the season. To and fro those storm-petrels, the famous Mackinac boats, glide through the blue waters. The street along the water's edge, and the animated harbor remind us of Bermuda. We miss only the palms and the negroes.

Carriages are waiting when the passengers troop ashore to convey them to Plank's Grand Hotel half-a-mile westward. With the construction of this noble building, Mackinaw entered upon a new epoch in her history. While the former houses in the village still command the patronage of a large summer element, and share in the benefits of the impetus given in late years to tourist travel hither, the "Grand" naturally constitutes the focal point of the delightful social events which follow each other rapidly during the season. In the spacious corridors and along the magnificent reach of the piazza, the man of the world will find acquaintances from all portions of the United States.

Leaving the reader to gain an impression of the exterior appearance and surroundings of Plank's Grand Hotel from the excellent engravings of both the general front and the porch, I will simply quote from the predecessor of this publication as to the details:

"The hotel was built by a wealthy company during the spring of 1887. The plans contemplated an expenditure of \$300,000, and a total capacity for 1,000 guests. For the wonderful speed with which the hotel was fitted out, as well as the service afterwards inaugurated, the public is wholly indebted to Mr. John O. Plank, its genial boniface, who, throughout the ordeal, marshalled his forces with a skill and foresight of which a general might be proud.

"Construction, which ceased with the completion of the season's complement of rooms, was renewed with the fall, and the edifice now stands, as originally planned, the finest caravansary in the North. It is 650 feet long, and five stories in height, surmounted by a tall tower, from which an expansive and uninterrupted view may be obtained. The architecture is of the "Old Colonial" style, its distinctive feature being a colonnaded portico, upon which the windows of every floor open. This portico or veranda is 22 to 32 feet in width, and extends the entire length of the house, a magnificent promenade. From the large rotunda office opposite the main entrance, spacious halls, running the length of the building, lead to the breakfast room, dining hall, and ordinary, on one side, and to the reading and drawing rooms, and private parlors, on the other. Of these apartments, especial attention is called to the dining hall, a mammoth brilliantly lighted and perfectly ventilated room, capable of accommodating 600 people. It occupies the space of two stories, its vaulted ceiling being 27 feet overhead, and the handsomely decorated windows in proportion. The guest rooms are all large, light and well furnished. Each front suite is provided with a private balcony, a novel but highly attractive feature of 'The Grand.' The hotel is lighted by gas and electricity, heated with steam, and provided with an elevator and electric call and fire-alarm bells. It is also equipped with barber shop, bath-rooms, steam laundry and a first-class livery, the last two enterprises under the management of A. Fisk Starr, known to fame as the genial charioteer of Mackinac. An orchestra discourses music during meal hours and enlivens the veranda and ballroom in the evening. The Casino, at the south of the hotel, furnishes all desirable indoor amusements.

THE NATIONAL SAFE & LOCK CO.,

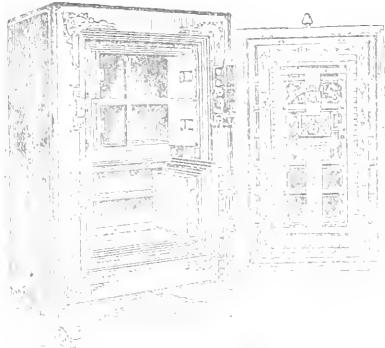
MANUFACTURERS

Fire and Burglar Proof Safes and Bank Vaults

TIME AND COMBINATION LOCKS,

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Craw Ave., C. & P. R. R., CLEVELAND, OHIO.



THE
Steam Proof
Water Proof
Burglar Proof
Fire Proof
SAFE

THE BEST IN THE WORLD

Burglar-Proof Safes with
Locks of special
construction for
residences.

Fire-Proof Safes provided
with Solid Welded Angles,
Inside Bolts, Eight Flanges,
Six-Inch Walls, and Adjust-
able Air-Tight Packing
Plate.

In addition to Fire-Proof Safes,
we manufacture any size, shape or
style of Safe to order, embracing
all classes of Fire and Burglar-
Proof Safes, Combination and Time
Locks, Bank Vaults, Vault Doors,
Safe Deposit Vaults, Jewelers'
Steel-Lined Safes, Express Boxes
and Jewel Caskets.



*We are Contractors, Designers and Manufacturers, under our Exclusive Patents,
of fine Bank Work and Burglar-Proof Security.*

CORRESPONDENCE SOLICITED.

The Flint & Pere Marquette R. R.

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THE SAGINAW VALLEY.

St. Louis, Alma, Ithaca, Mt. Pleasant, Clare, Farwell, Tawas, Alpena, Mackinaw, Traverse City, Petoskey, Ludington, and Manistee, Mich.

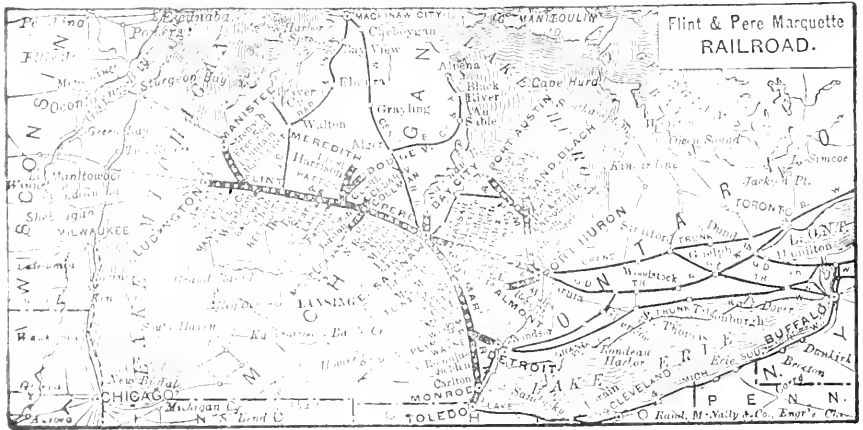
THE F. & P. M. STEAMER LINE FROM LUDINGTON

TO

Milwaukee and Manitowoc, Wis., in Connection with the F. & P. M. R. R., forms a Short and Desirable Route to

*ASHLAND, DULUTH, SUPERIOR CITY,
WINONA, ST. PAUL, MINNEAPOLIS,
AND POINTS BEYOND.*

BE SURE your Tickets read via this Line. Apply to Local Ticket Agents, or to the undersigned for further information.



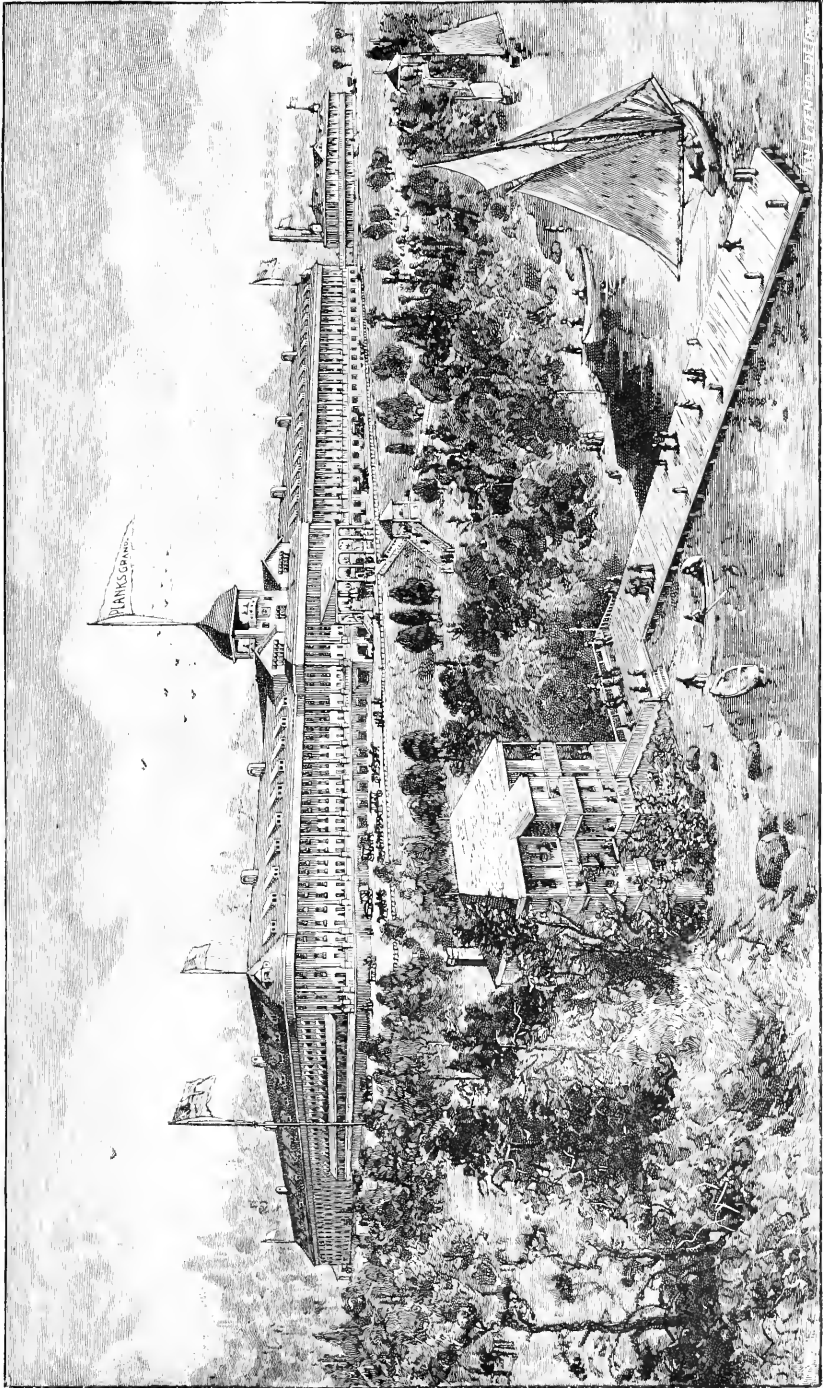
H. C. POTTER,
Pres't and Gen'l Manager.

D. EDWARDS,
Ass't Gen'l Manager

SANFORD KEELER,
Superintendent.

W. F. POTTER,
Ass't Supt.

General Offices — EAST SAGINAW, MICH.



PLANK'S GRAND HOTEL, ISLAND OF MACRINAC.

“‘The Grand’ is located on a high bluff on the westerly end of the island, directly overlooking the Straits of Mackinac, whence comes an almost uninterrupted Lake Michigan breeze. It is the first object discernible on board incoming steamers. The descent from the bluff to the beach is about 300 feet, accomplished easily by a rustic stair.

“The rates, except for parlors, are from \$3.00 to \$4.00 per day, according to location of apartments. Application should be made for accommodations as early in the season as possible.”

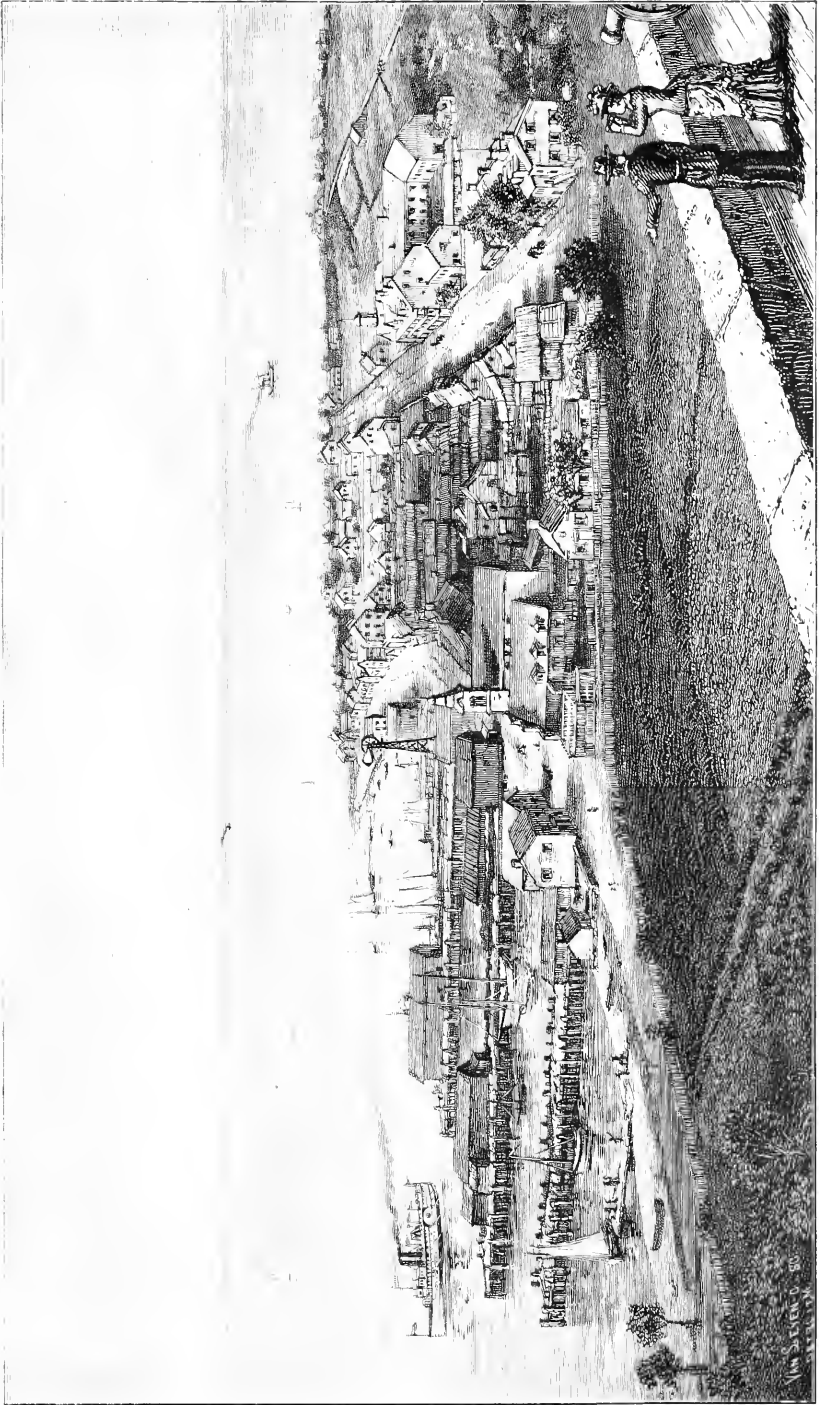
The Mission House is located upon the brow of a hill in the immediate vicinity of Robinson's Folly, and at the eastern end of the village, the ground sloping gradually to the beach. A splendid outlook is gained from its porch. The frame of this structure is of hewn timber. It derives its name from the fact that it was originally built by the American Board of Missions, in 1862, as a school for the education of Indians. For many years it has been a popular hotel. The site was once government property. It is probably the only military reserve ground ever sold by the national authorities.

The John Jacob Astor House which stands within two minutes' walk of the steamer has a greater antiquity; a large part of the present buildings having been used as a headquarters, early in the present century, for the vast business of the American Fur Company. As the demands of pleasure travel increased, the proprietor of this house extended his facilities for caring for guests, and hundreds of its former patrons gladly return annually to its hospitable roof. This house is open throughout the year.

Quoting again from the same authority, place is made for the following interesting matter:

“The history of Mackinac, which renders it classic ground, may be divided into six periods. The first period was before the white man found it, when the Indians made it their rendezvous. Its original name is Me-che-no-mock-e-mong, given it as expressive of their surprise, when at one time at Point St. Ignace, a large gathering of Indians who were intently gazing at the rising sun, during the Great Manitou, or February moon, beheld the island suddenly rise up from the water and assume its present form. From the point of observation it bore a fancied resemblance to the back of a huge turtle, hence the name. The French called it Michilimackinac. Its present name, Mackinac, is pronounced Mack-i-naw. The Indians regarded this island with a species of veneration. Tradition credits it with being the birth-place of Michabou, the Indian god of waters, and the home of the giant spirits. It is said that in passing to and fro, the savages made offerings of tobacco and other articles to the Great Spirits in order to gain their good will. These deities were supposed to have a subterranean abode under the island, the entrance to which was near the base of the hill, just below the present southern gate of the fort. It was often the chosen home of the savage tribes, from the security which it afforded against their enemies.

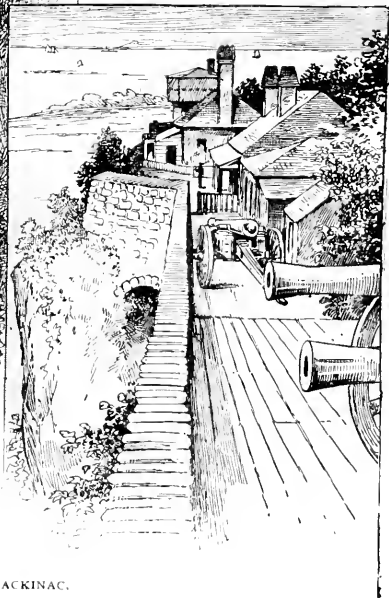
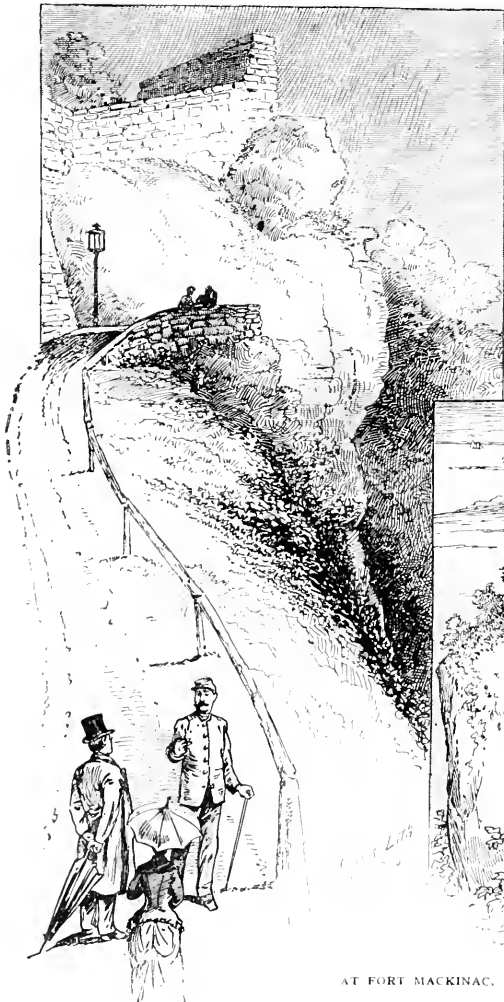
The second period embraces the early voyages of Father Marquette, his founding of the college for the education of Indian youths in 1671; the death of the explorer, and three years afterwards the remarkable funeral procession of canoes in which his Indian converts brought back his body from its first burial place on Lake Michigan, to the little mission on the Straits of Mackinac, which in life he loved so well. The first pale faces who ventured into this region were Jesuit missionaries, who



MACINAC VILLAGE, AS SEEN FROM THE GUN PLATFORM OF THE FORT.

established the Ottawa mission of Sault Ste. Marie, the first permanent settlement in Michigan. The first vessel ever seen on these waters was the "Griffin," built by the explorer, La Salle, on Lake Erie in 1678. Thus commenced the third or commercial period.

The fourth or military period begins in 1695. At that date, Cadillac, who afterwards founded Detroit, established a small fort on the straits. Then came contests and skirmishes not unmingled with massacres, for the Indians enlisted on both sides. Finally the post of Mackinac, together with all the French strongholds on the lakes was surrendered to the English in September, 1761. The flags of three nations successively floated over this island. It has been the theatre of many a bloody tragedy. Powerful nations contended for its possession, and its internal peace was constantly broken by the white man's duplicity and the red man's treachery. In 1763 began the conspiracy of Pontiac, wonderful for the sagacity with which it was planned, and the vigor with which it was executed. Pontiac was the most remarkable Indian of all the lake tribes. He was a firm friend of the French, and to aid their cause, arranged a simultaneous attack upon all the English forts in the lake country. Among those taken by surprise and destroyed was the little post on the Straits of Mackinac at Old Mackinaw. A year afterwards, a treaty of



AT FORT MACKINAC.

“AN UNEQUAL TRIUMPH!”



Overholt & Co's

SUCCESSFUL MANUFACTURE OF

Delicious :: Flavoring :: Extracts

Perfume *and* Baking Powder.

Send us a trial order and be Convinced of the
Quality of our Goods.



H. C. OVERHOLT & CO.,
CLEVELAND, O.

THE "WHITE" IS KING!

800,000 NOW IN USE.

Simple.
Silent.
Sure.



Perfect.
Powerful.
Popular.

The Lightest Running.

The Simplest Construction.

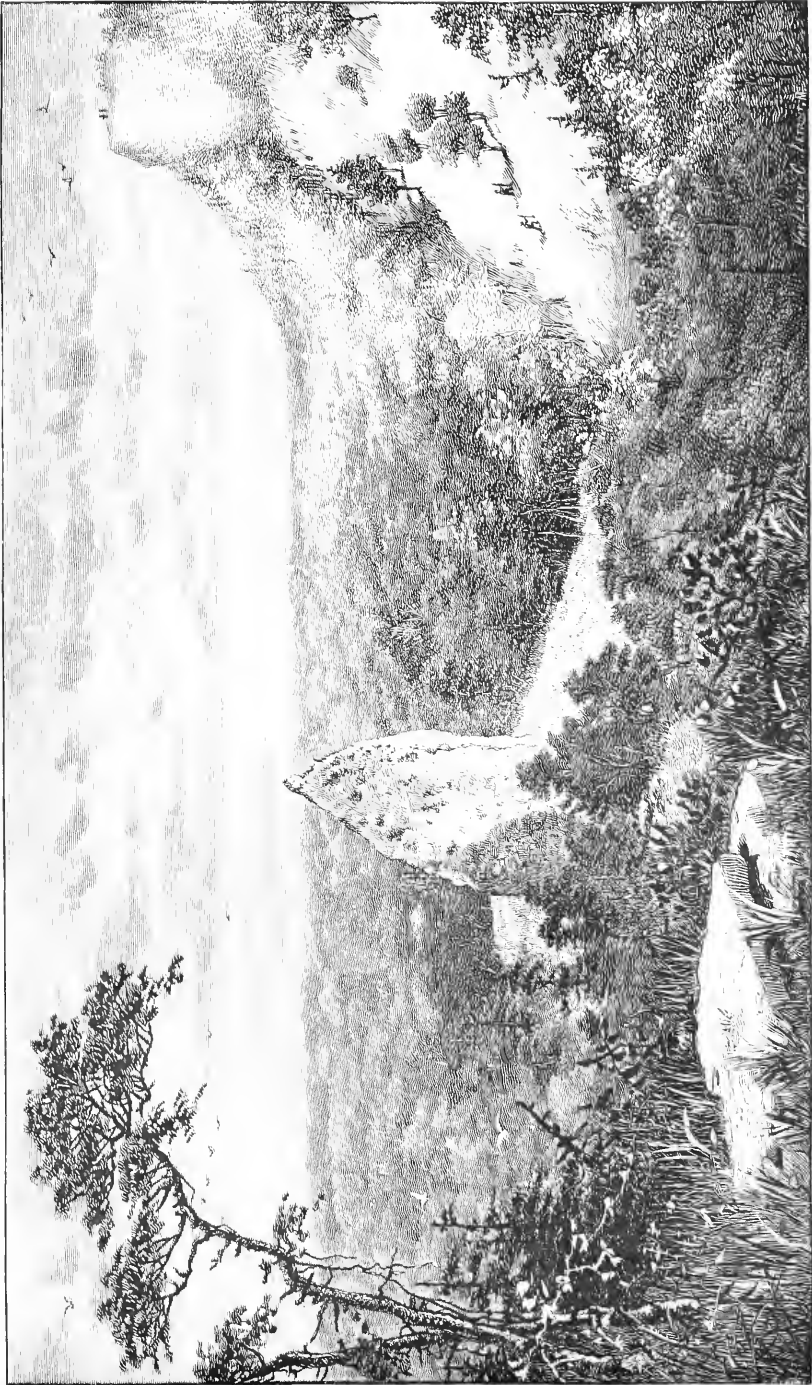
The Greatest Range of Work.

We Warrant Every Machine Five Years. What More do you Ask?

WHITE SEWING MACHINE CO.

124 & 126 EUCLID AVENUE,

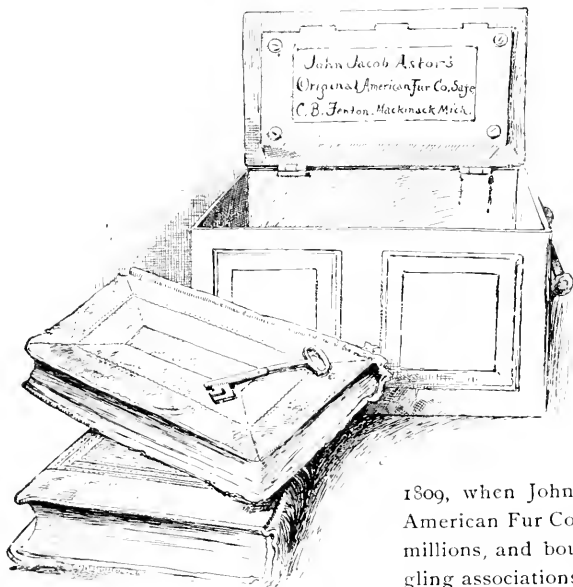
CLEVELAND, OHIO.



PLUMMER'S LOOKOUT, LES CHEREAUX ISLANDS IN THE DISTANCE.

peace having been made with the Indians, troops were again sent to raise the English flag over the fort. July 15, 1780, the British abandoned the fort at Old Mackinaw, and transferred the garrison to Mackinac Island, where they built the present Fort Mackinac. The history of modern Mackinac properly begins at this date. By a treaty of peace between Great Britain and the United States, signed September 3, 1783, the island fell within the boundary of the United States, but under various pretenses the English refused to withdraw their troops. By a second treaty concluded November 19, 1794, it was stipulated that the British should withdraw on or before June 1, 1797. Two companies of U. S. troops arrived October, 1796, and took possession, a previous treaty with the Indians having secured from them the post, and the stars and stripes superseding the cross of St. George and the lilies of the Bourbons, waved for a time peacefully over the heights. During the war of 1812, the island was again surrendered to the British. After the victory of Commodore

Perry on Lake Erie in 1813, an effort was made to recapture it, which proved unsuccessful. The troops sent were insufficient in numbers, the clumsy vessels which were to support them, could do nothing against the winds and waves, and not until the conclusion of peace in 1814, was the American flag again hoisted over the Gibraltar of the lakes.

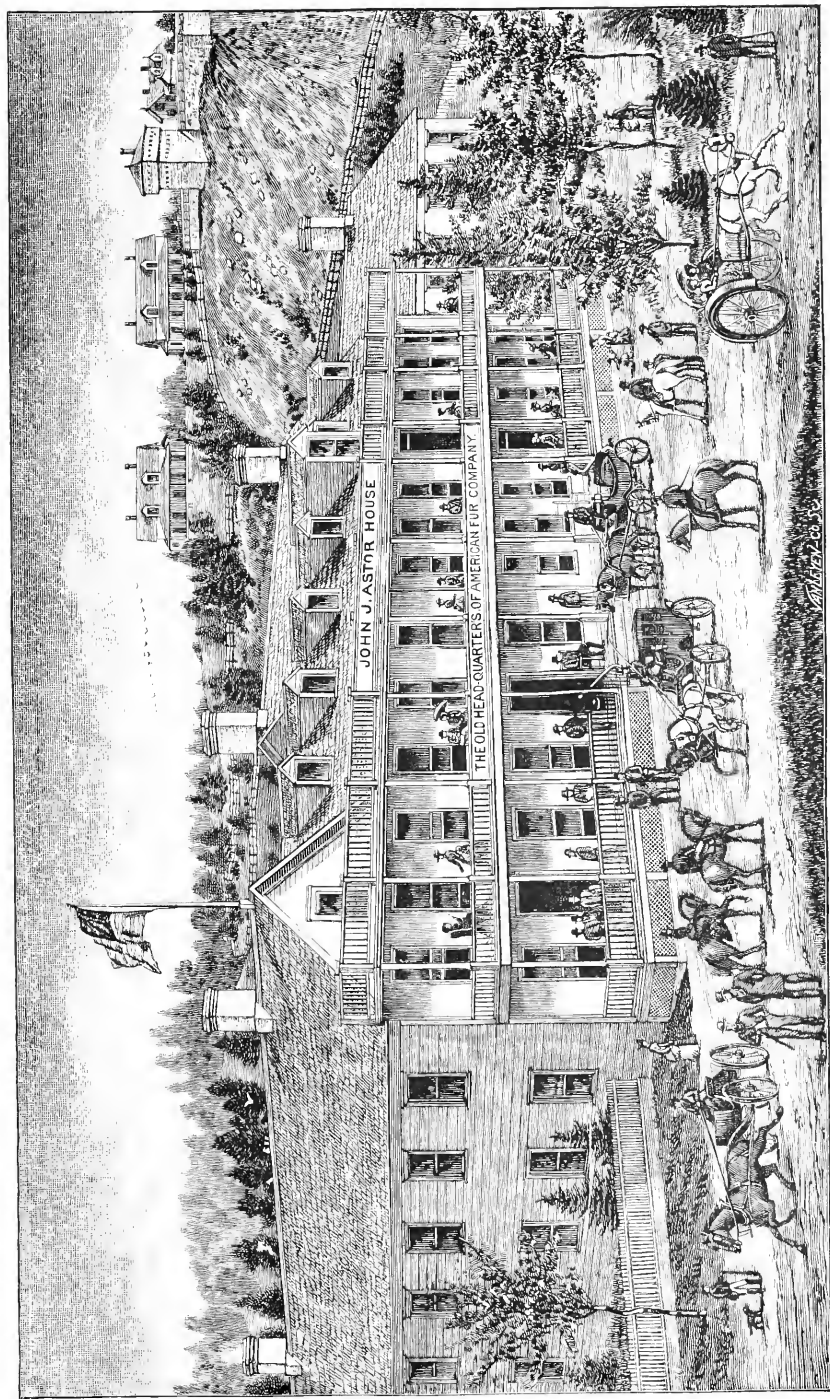


ASTOR RELICS.

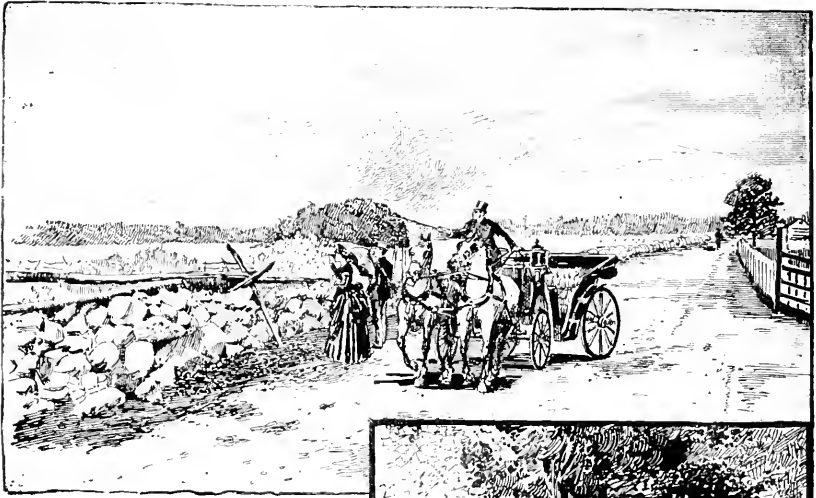
The fifth, or fur trading period, opened in 1809, when John Jacob Astor organized the American Fur Company with a capital of two millions, and bought out the numerous struggling associations along the straits. For forty years this company monopolized the fur trade,

and Mackinac, the great central market, was the busiest and gayest post on the lakes. These were Mackinac's palmy days. Her two little streets were crowded with people, and her warehouses filled with merchandise. Mr. Astor sold out in 1834. The energy and controlling influence which he had given the enterprise went with him; the company soon became involved, and in 1848 the business was abandoned. In its best days it was one of mammoth proportions. Here also the U. S. government made the annual Indian payments, when the neighboring tribes assembled by thousands to receive their stipend.

The sixth period is the summer resort of our modern times, which distinction is mainly owing to the facilities for reaching it recently afforded by three railroads and the steamers of the Detroit and Cleveland Steam Navigation Company, all of which centre here, and for the want of which Mackinaw, until within a few years, remained in a dormant state. The first steamboat to arrive at Mackinac was the Walk-in-the-water, in 1819.



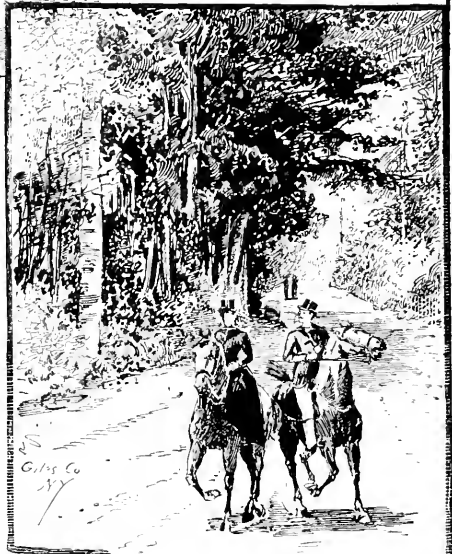
ASTOR HOUSE, ISLAND OF MACKINAC.



BATTLEGROUND.

The most tangible evidence of the extent of the business of the American Fur Company is found in the large warehouse solidly built for the storage of peltries, and which has been known for many years as the John Jacob Astor Hotel. The proprietor proudly exhibits the ancient account and correspondence books.

The many letters, laboriously and neatly copied into these old volumes, form very interesting reading, although one is stirred to anger at discovering the mutilation and defacement of many pages by scribbling fools of tourists to whom the books have been shown.



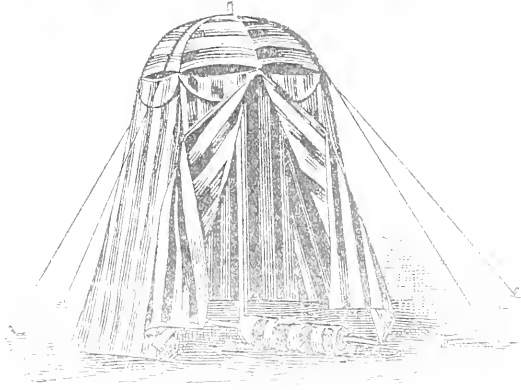
WOODLAND LANE.

The Astor "strong box" may be seen at Col. Fenton's curiosity store.

During much of the period defined by the writer, quoted as the fifth epoch, Mackinac Island was a port of considerable importance. Fleets of vessels sailing up Lake Huron from Detroit, and destined for Chicago or Milwaukee, found it needful to put in at this point for repairs and supplies. It was a long journey in those days from port to port.

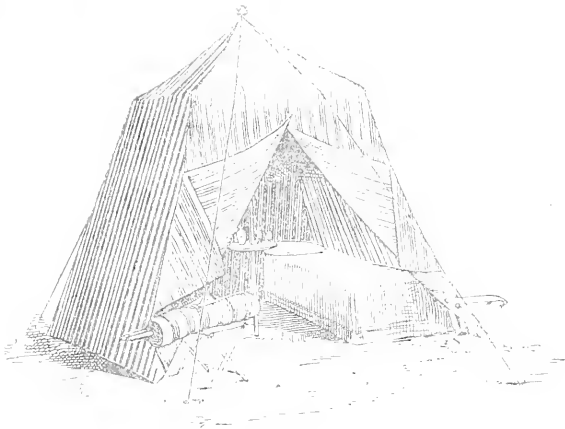
It is said that the village offered so many allurements to captains and crews, that sometimes laden ships swung at anchor for weeks, while their people rioted among the gambling dens and bar-rooms that lined the waterfront. Nowadays, ship-owners know from day to day just where their vessels are, and such "play by the way," would be out of the question.

THE UMBRELLA TENT.



7 feet diameter of base; 7 feet high; weight 15 pounds.
Price with table, \$12.50.

THE EXCELSIOR TENT



8 feet square and 8 feet high; weight, 25 pounds.
Price with table, \$12.50.

These Tents are made from 7 ounce duck, striped, blue and white, brown and white, or plain, and guaranteed to stand wind or rain. They are portable, being carried as shown in lower portion of cut, easily erected, well ventilated, in every way practicable, and for all tent purposes unexcelled.

For sale by the trade generally.

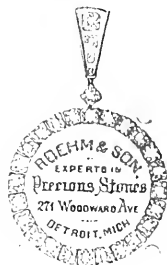
THE UMBRELLA TENT MANFG. CO.,

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SPECIAL AGENTS
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PARTICULAR ATTENTION
GIVEN TO
FITTING OF SPECTACLES
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IMPORTERS OF DIAMONDS,
WATCHES AND ART WARES.
MANUFACTURING JEWELERS,
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AMERICAN HOUSE
CLEVELAND, O.

STRICTLY FIRST-CLASS.

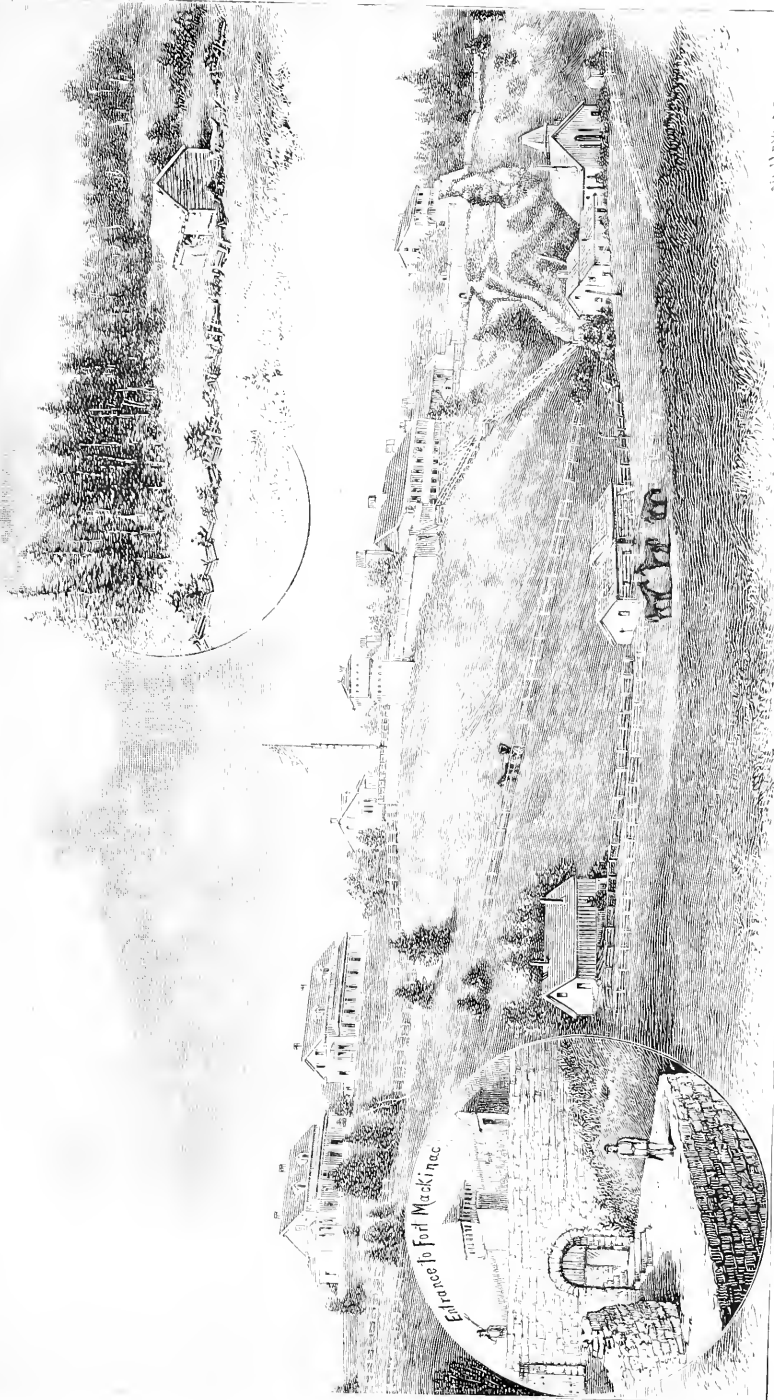
OPENED APRIL 1, 1888.

*Remodeled and Refurnished throughout; all Modern Improvements; Office on
Ground Floor. Centrally Located. Street Cars pass the
door to all Parts of the City.*

RATES, \$2.00 AND \$2.50 PER DAY,
ACCORDING TO LOCATION OF ROOM.

UNDER NEW MANAGEMENT,
PUTT, FIFE & PENTLAND, Proprietors.

OLD BATTLE-FIELD



FORT MACKINAC.

W. W. WOODS

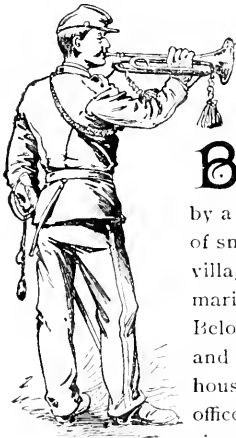
The major portion of the island is owned by the United States government, and is constituted as a national park. Lands held under private title and this public domain are dove-tailed and interjected in a most confusing fashion, but the lines are carefully defined and the government property is under the efficient charge of the commandant of the fort. Capt. Greenleaf A. Goodale, a most popular officer, is the present incumbent, and takes an enthusiastic interest in the protection of the many remarkable natural wonders of the island and its forest growth, as well as affording every proper facility for the encouragement of cottage building and the exploration of the island by visitors.

To facilitate the latter, many new roads through the woods have been made during the past season under the direction of the superintendent, and former roads have been generally improved. Wheelmen will find many miles of first-rate riding in future seasons.

That the scores of remarkable rock formations may be seen to advantage, the visitor should employ both carriage and boat.

In placid summer weather when a light wind ruffles the lake, a sail entirely around the island will be found very enjoyable.

The fine full page bird's-eye view found upon another page, with its numbers indicating interesting points, will serve to give a good general idea of their distance from the hotels. These may be briefly described in detail.



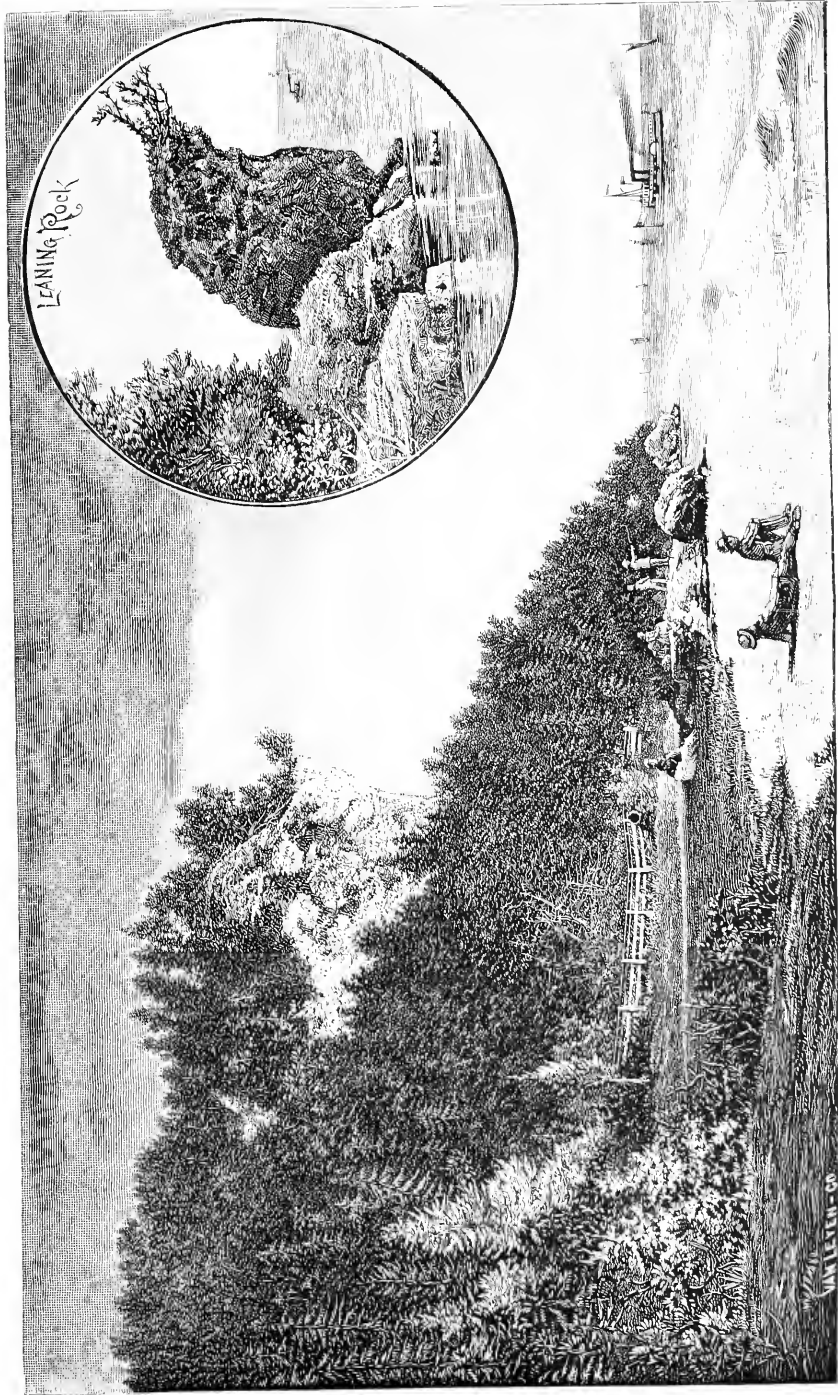
Fort Mackinac,

BUILT by the English over a hundred years ago, stands on a rocky eminence just above the town, and is now garrisoned by a small company of U. S. troops, and mounted by a few cannon of small calibre. There are various ways of reaching it from the village. Up the steps is probably the easiest, and the combined marine and landscape view from the gun platform is magnificent. Below are seen the government stables, blacksmith's shop, granary and company's garden. On the battlements are the old block houses, pierced with port holes. Within the enclosure are the officers' quarters, guard-house, barracks, commissary and magazine, with the hospital building just outside. When built, the fort was enclosed by a palisade of cedar pickets, ten feet high, intended as a defense against Indians. To make it impossible to scale this palisade, each picket was protected at the top by sharp iron prongs, and by hooks outside.

Starting from this spot, following the foot-path along the brow of the bluff overlooking the eastern part of the town, visitors will be delighted with the grand panorama which meets the view. Nearly three-fourths of a mile from the fort, at the southeastern angle of the island, is the overhanging cliff known as

Robinson's Folly.

The legends connected with this cliff differ in the hands of different writers. One has it that "Captain Robinson, a great admirer of ladies, while strolling in the woods suddenly beheld a few rods before him a beautiful girl, who retreated as

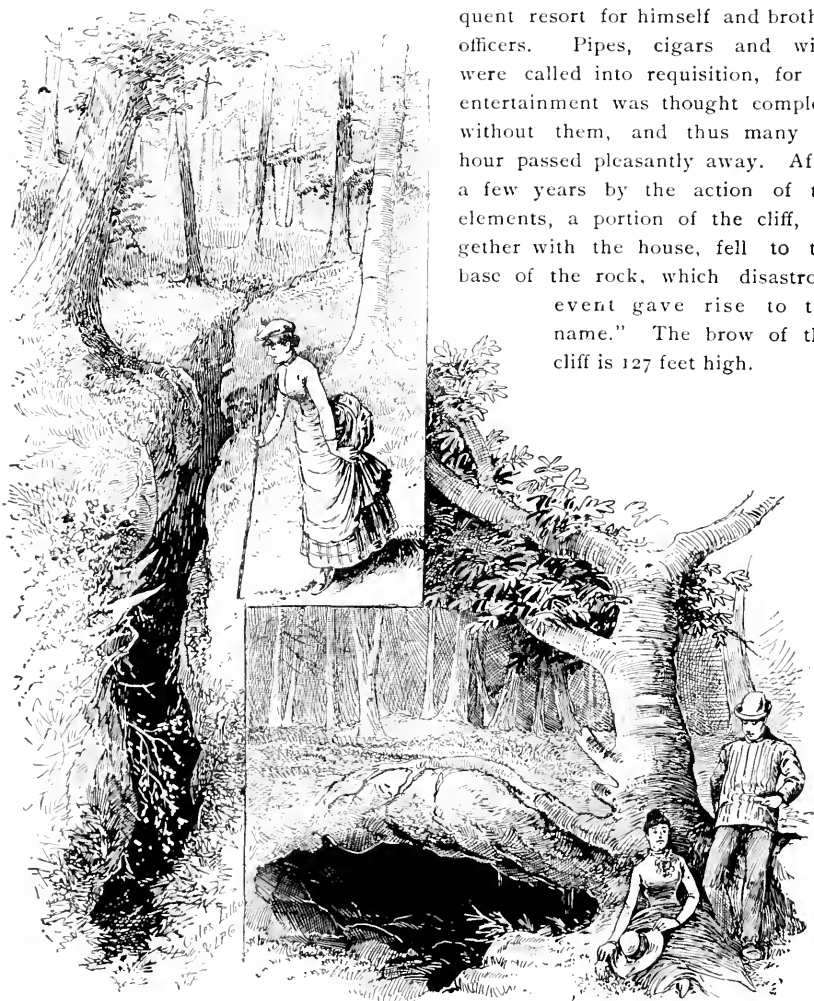


ROBINSON'S FOLLY, ISLAND OF MACKINAC.

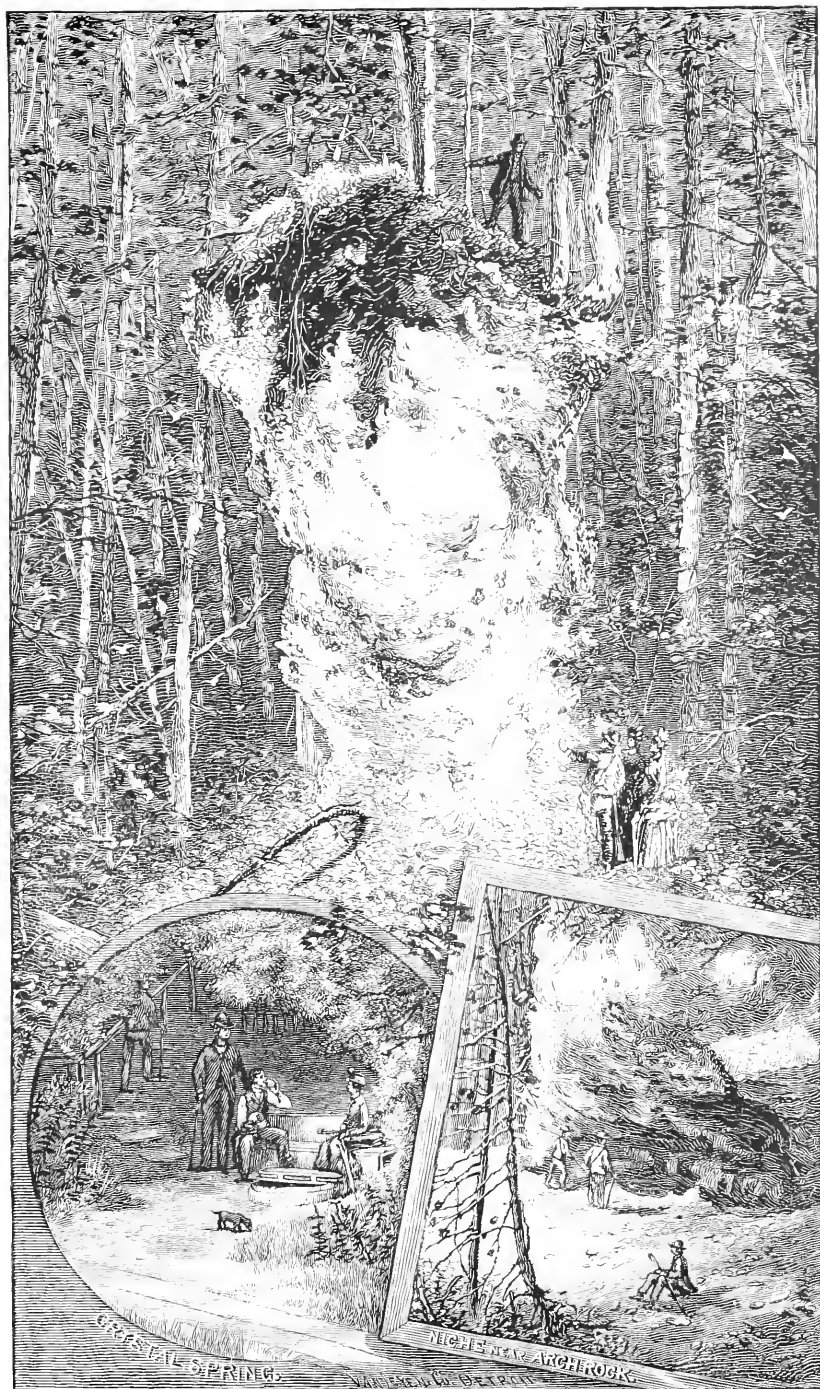
fast as he approached, until finally she stood almost on the edge of the cliff, and in his eagerness to capture, as well to save her from destruction should she lose her balance, the captain sprang forward to seize her, but just as he clutched her arm, she threw herself forward into the chasm, dragging her tormentor and would-be savior with her. His body alone was found. He was long mourned by his men and brother officers; but by and by it began to be whispered that the captain had indulged too freely in the fine old French brandy that the fur traders brought up from Montreal, and the lady was a mere ignis fatuus of his excited imagination, but the mantle of charity has been thrown over the tragedy, and a romantic explanation given in its place."

Another writer says: "After the removal of the fort to the island in 1780, Captain Robinson, who then commanded the post, had a summer house built upon

the cliff, which soon became a frequent resort for himself and brother officers. Pipes, cigars and wine were called into requisition, for no entertainment was thought complete without them, and thus many an hour passed pleasantly away. After a few years by the action of the elements, a portion of the cliff, together with the house, fell to the base of the rock, which disastrous event gave rise to the name." The brow of this cliff is 127 feet high.



THE RIFT IN THE WOODS.



CELESTIAL SPRINGS.

WATER COURSE DETAIL.

THE GREAT ARCH ROCK.

FULPIT ROCK, ISLAND OF MACKINAC.

Fairy Arch,

or Giant's Causeway, lies a little to the north of this. It is an arch standing out boldly near the base of an immense rock, and is well worth the trouble of a visit. A walk along the brow of the bluff brings you to the far-famed

Arch Rock.

This is a curiosity which must be seen to be appreciated. Words cannot fully describe its grandeur. It is a magnificent natural arch, spanning a chasm of eighty feet or more in height, and forty feet in width. The opening underneath has been produced by the falling of great masses of rock, which are seen lying on the beach below. A path to the right leads to the brink of the arch, the summit of which is

three feet wide and one hundred and forty-nine feet above the lake. From this dizzy height a most magnificent view presents itself. Below lies the broad expanse of Lake Huron, dotted in the distance with green gems of islands, and at the feet splashes its waves upon a pebbly beach, as if they were ever hastening to

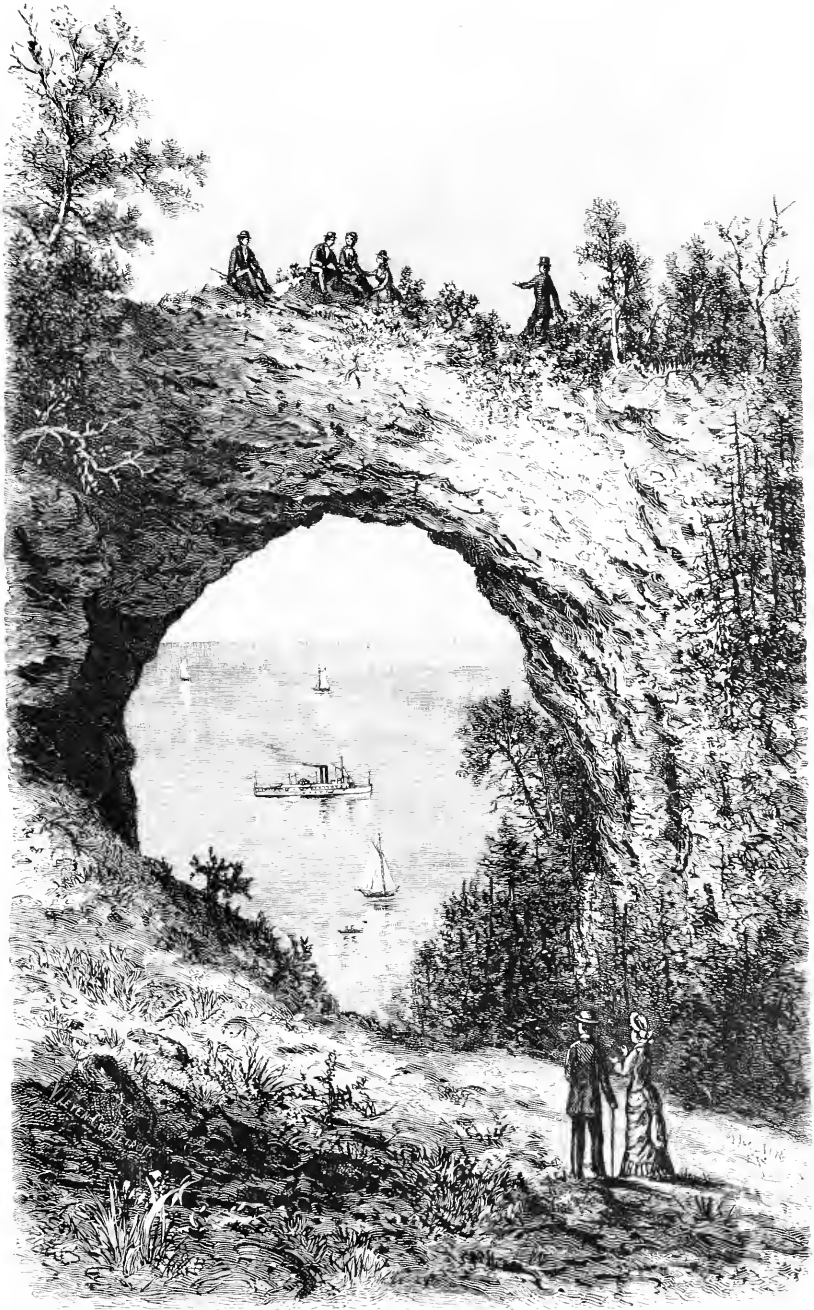
the bidding of Ariel's song: "Come unto these yellow sands." Descending through the great chasm we come upon a second arch of less majestic proportions, but equally curious and wonderful, and looking up, the mighty arch seems suspended above us in mid-air. The rains and frosts have every year made great ravages, and the rock cannot long resist their action. Taking the road leading into the interior of the island, you soon reach



SALLY-FOUR—FORT MACKINAC.

Sugar Loaf Rock.

The plateau upon which it stands is about one hundred and fifty feet high, while the



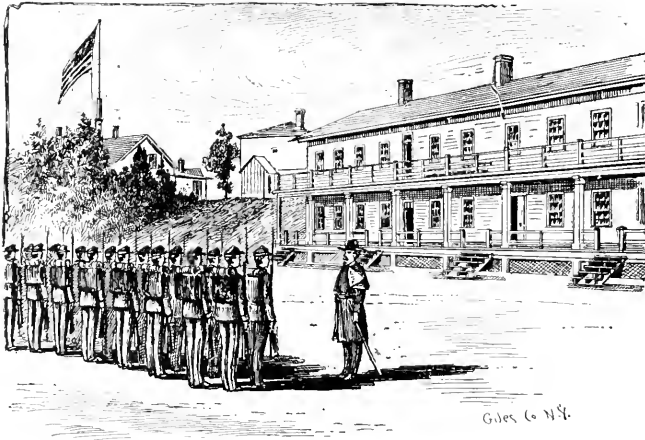
ARCH ROCK, MACKINAC ISLAND.

summit of the rock is two hundred and eighty-four feet above the lake, giving an elevation of one hundred and thirty-four feet to the rock itself. Its composition is the same as that of Arch Rock. Its shape is conical, and from its crevices grow a few vines and cedars. It is cavernous and somewhat crystalline, with its strata distorted in every direction. In the north side is an opening sufficient to admit several individuals. The view is very fine from the top. Traces of water action are seen on these two rocks, and are particular examples of denuding processes, which could only have operated while near the level of a large body of water like the great lake itself.

Half a mile to the rear of the fort, and only a short distance to the right of the road leading to Early's farm, is

Skull Rock,

noted as the place in which Alexander Henry was secreted by the Chippewa chief, Wawatam, after the massacre of the British garrison at Old Mackinaw. Near the

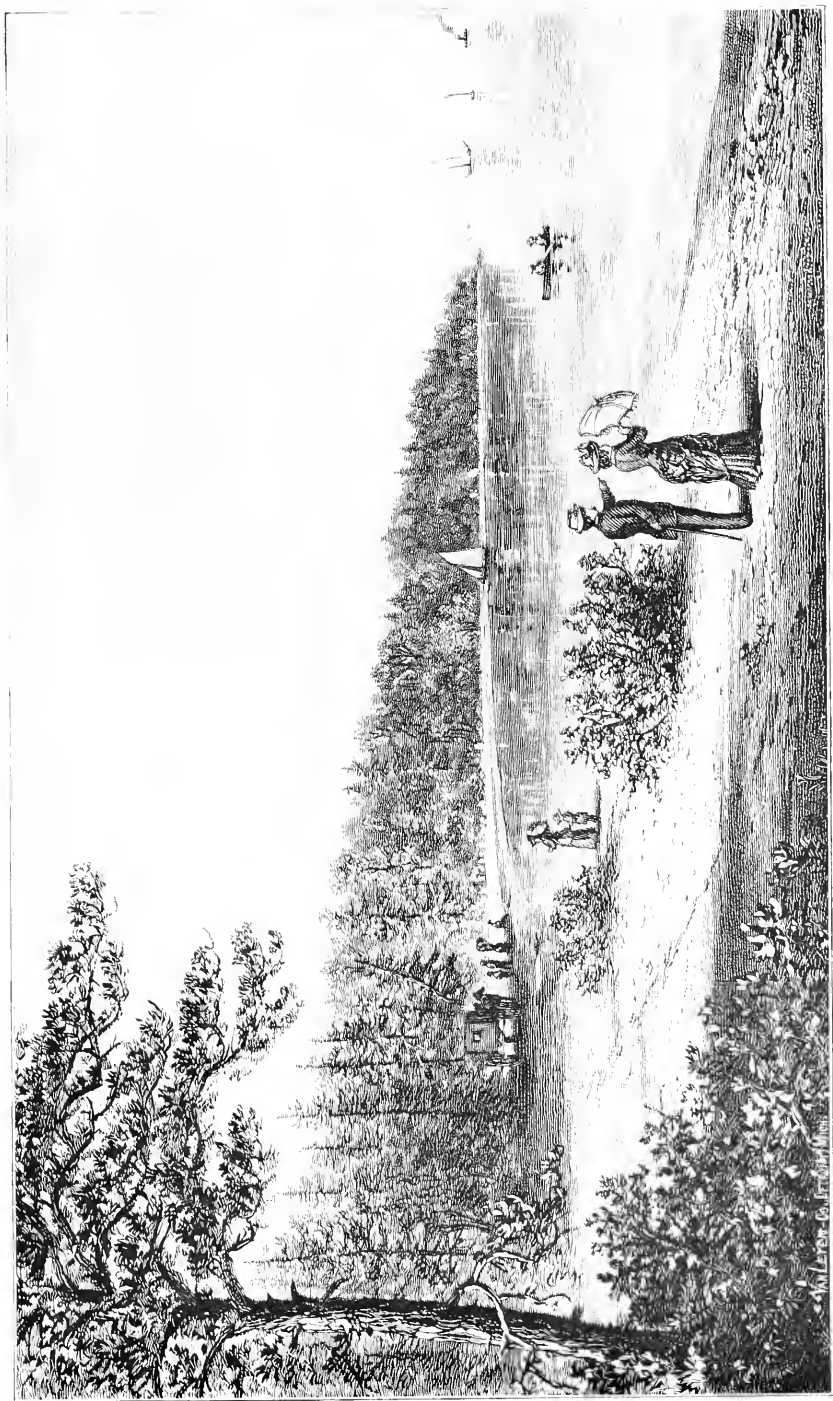


PARADE GROUND—FORT MACKINAC.

house now occupied by Mr. Early is that relic of 1812, the old Dousman house, across the road from which is the battleground. A short distance down the road leading through this farm is

British Landing,

where Captain Roberts disembarked his forces of English, French and Indians to take the island in 1812. The American troops, under Col. Croghan, also landed here in August, 1814, under cover of the guns of the squadron, and marched to the edge of the clearing (now Early's farm), where the enemy were in waiting. In a few seconds a fire was opened upon him, and the woods on every side literally swarmed with savages. After a vigorous attempt to drive the enemy from their stronghold, he was



BRITISH LANDING, ISLAND OF MACKINAC.



ROBINSON'S FOLLY, FAIRY ARCH AND SENTINEL ROCK.

obliged to retreat with the loss of Major Holmes and several men. To the right of British Landing is a road through the woods leading to

Scott's Cave,

which is under one of the huge rocks peculiar to Mackinac. Its entrance is very low, but once inside a giant might stand erect. A most peculiar sensation comes over one on entering this dim cavern, and unless provided with a candle or lantern the visitor will find himself in almost total darkness.

Leaving the town at its western extremity, and following the foot-path around the brow of the high bluffs which bound the southwestern side of the island, for about a mile, then, descending a zig-zag stair, you come to the

Devil's Kitchen,

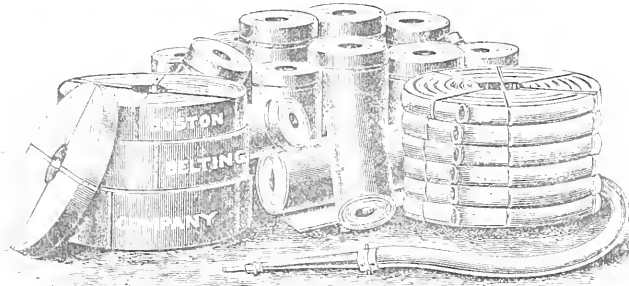
a cavernous rock, curious in its formation as well as its name. Near it is a spring of clear, cold water. The road along the beach should not be used as it is utterly impracticable. A few yards further on is the famous

Lover's Leap,

a perpendicular bluff, rising to a height of one hundred and fifty to two hundred feet above the lake. The legend concerning it is that, long before the pale-faces profaned

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This hotel was built for the special comfort of summer boarders.

On arrival, each guest will be asked how he likes the situation, and if he says the hotel ought to have been placed upon Fort Holmes or on Round Island, the location of the hotel will be immediately changed.

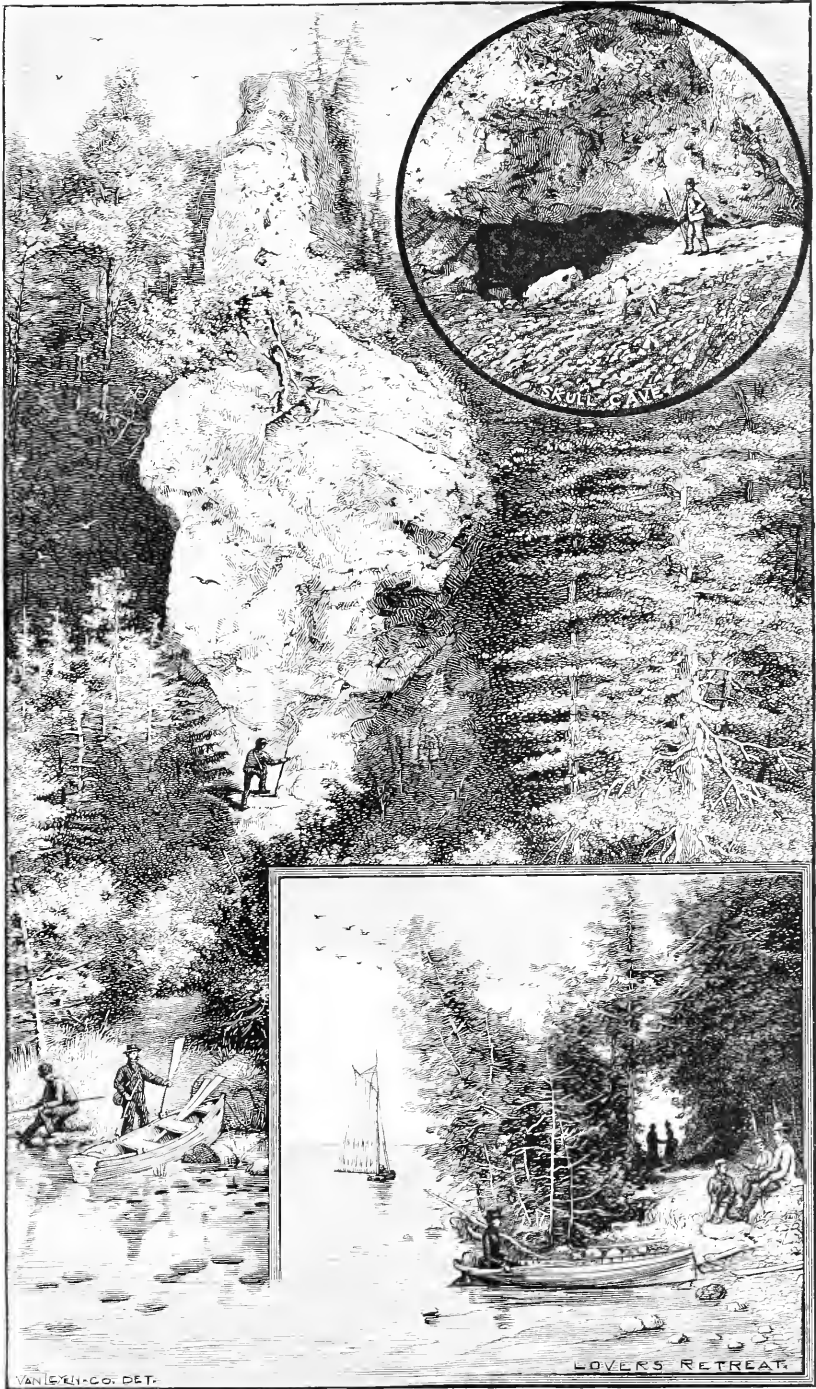
Corner front rooms, up one flight, for every guest. Bath, gas, electricity, hot and cold water, laundry, telegraph, restaurant, fire alarm, bar-room, billiard table, sewing machine, piano, and all modern conveniences in every room. Meals every minute, consequently no second table. French and German dictionaries furnished every guest, to make up such a bill of fare as he may desire.

Waiters of any nationality or color desired. Every waiter furnished with a fan, button-hole bouquet, full dress suit, ball tablet, and his hair parted in the middle.

Every guest will have the best seat in the dining hall and the best waiter in the house.

Our clerk was specially educated for "The New Mackinac," he wears the original Koh-i-nor diamond, and is prepared to please everybody. He is always ready to sing any song, play any musical instrument, match worsted, take a hand at draw-poker, play billiards, "see a friend," loan his eye-glasses, sharpen your pencil, get the cinder out of your eye, take you out rowing, lead the german, amuse the children, make a fourth at whist, or flirt with any young lady, and will not mind being cut dead when Pa comes down. He will attend to the telephone and answer all questions in Choctaw, Chinese, Chippewa, Volapuk, or any other of the Court languages of Europe.

The proprietor will always be happy to hear that some other hotel is "the best in the country." Special attention given to parties who give information as to "how these things are done in Boston."



CHIMNEY ROCK, ISLAND OF MACKINAC.

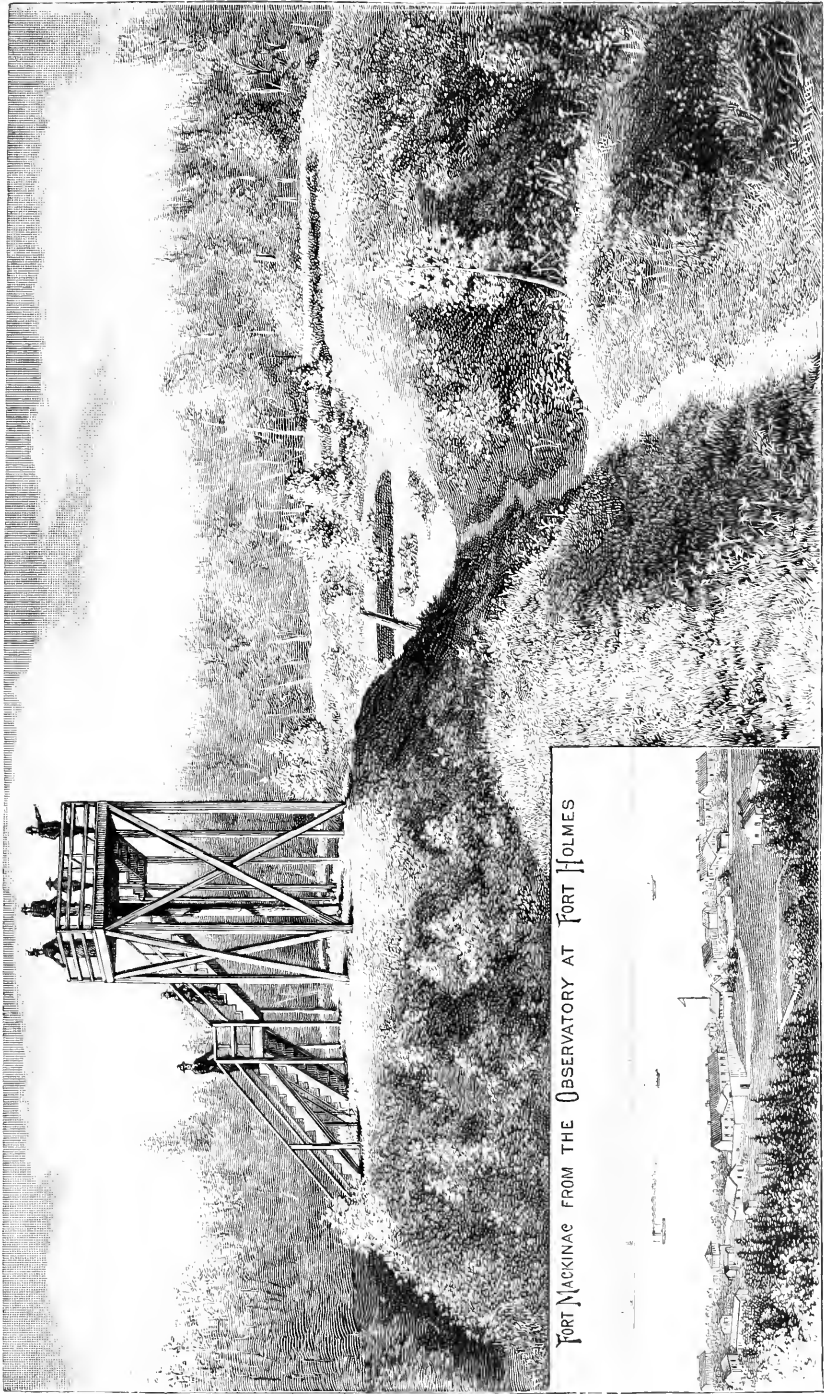
this island home of the genii, Me-che-ne-mock-e-nung-o-qua, a young Ojibway girl, often wandered there and gazed from its dizzy heights, to witness the receding canoes of the large war parties of the Ojibewas and Ottawas speeding south, seeking fame and scalps. Here she first met her lover, Ge-niw-e-gwon; here she sat, mused and sang her love songs, and here watched and listened for the return of the war parties, among whom she looked for her hero, whose head decorated with war eagle plumes, which none but a brave could wear, would be first turned to her. The wind often wafted far in advance the shouts of victory as they left Pe-quod-e-nong (Old Mackinaw) to cross to Fairy Island. Once when the party returned, she could not distinguish his familiar and loved war shout, and her spirit told her that he had gone to the happy hunting grounds. An enemy's arrow had pierced his breast. The girl's heart was broken, and she constantly saw her beloved beckoning her to follow him, appearing to her in human shape but invisible to others. One morning her body was found mangled at the foot of this bluff, her soul had gone to meet her warrior in the spirit land. Some distance from this is

Chimney Rock,

which is said to be one of the most remarkable freaks of Nature. A foot-path which leads from the beach near the base of Lover's Leap to the plateau above brings you to the Davenport farm, now owned by the Mackinac Island Summer Resort Association, where a miniature village of elegant summer cottages has been built, to which additions are made each season. A central building is used as a dining hall, from which meals are furnished at very near cost. Eighty acres have been neatly laid out and platted, and lots for the erection of cottages can be purchased on very advantageous terms. Improvements already aggregate many thousands of dollars. Having made the circuit of the island, let us ascend to

Fort Holmes,

and seating ourselves look around from the high station built years ago by government engineers. We can see nearly every part of the island at our feet. The little clearings were once cultivated as gardens by American soldiers. Memory is busy with what has been written of scenes of the past as we gaze upon the adjacent islands, mainland and the vast expanse of water surrounding us. Two hundred and fifty years ago, only bark canoes dotted its surface, then came the Canadian voyageur, rowing or paddling his large batteau, later the white sails of a sea-going vessel, and now steamers and vessels by hundreds rend the air with shrill whistles, or fling their white sails to the breeze, as burdened with the wealth of the nation and its precious lives, with swan-like grace and ease, they pass and repass like courtiers paying homage to their queen. Thus elevated above all that surrounds it, the panorama before us would justify the epithet to Mackinac of "Queen of the Isles." Up the straits are green islets peeping above the waters, in front, Round Island forms a beautiful foreground, while Bois Blanc, with its light-house, stretch away to the east, and to the north are other islands which complete the archipelago. The mid-day beauties, however, vanish before those of the setting sun, when the boundless horizon seems girt by a fiery zone of clouds, and the brilliant display of skies paints itself upon the



FORT MACKINAC FROM THE OBSERVATORY AT FORT HOLMES

FORT HOLMES, MACKINAC ISLAND,

surface of the waters. Brief as they are beautiful, these evening glories quickly pass away, and the mantle of night warns us to depart while we may yet make our way along the narrow path.



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Miss Woolson's writings have thrown a wierd witchery about Mackinac, and it has been to her a favorite spot for the locale of her romances. In answer to a letter asking

for information, as to the number of times she had written of the place, Miss Woolson says: "I have often alluded to Mackinac in my sketches and stories. The second sketch I wrote (then beginning) was about Mackinac; it was called "Fairy Island," and was purely descriptive. There was, later, a short story of mine in the "Galaxy," called "Flower of the Snow," whose scene was Mackinac. But these were tentative merely. The first real description I gave of the island in print were two short stories, one called "The Old Agency," the other "Jeannette," both published in "Scribner's Magazine," now the "Century." Twice, then, in my novel "Anne" the island appears again; it is the scene of the first quarter of that story."



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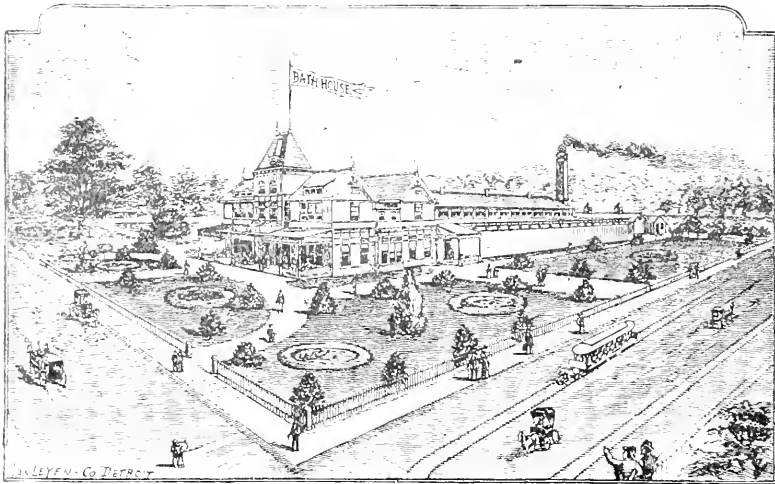
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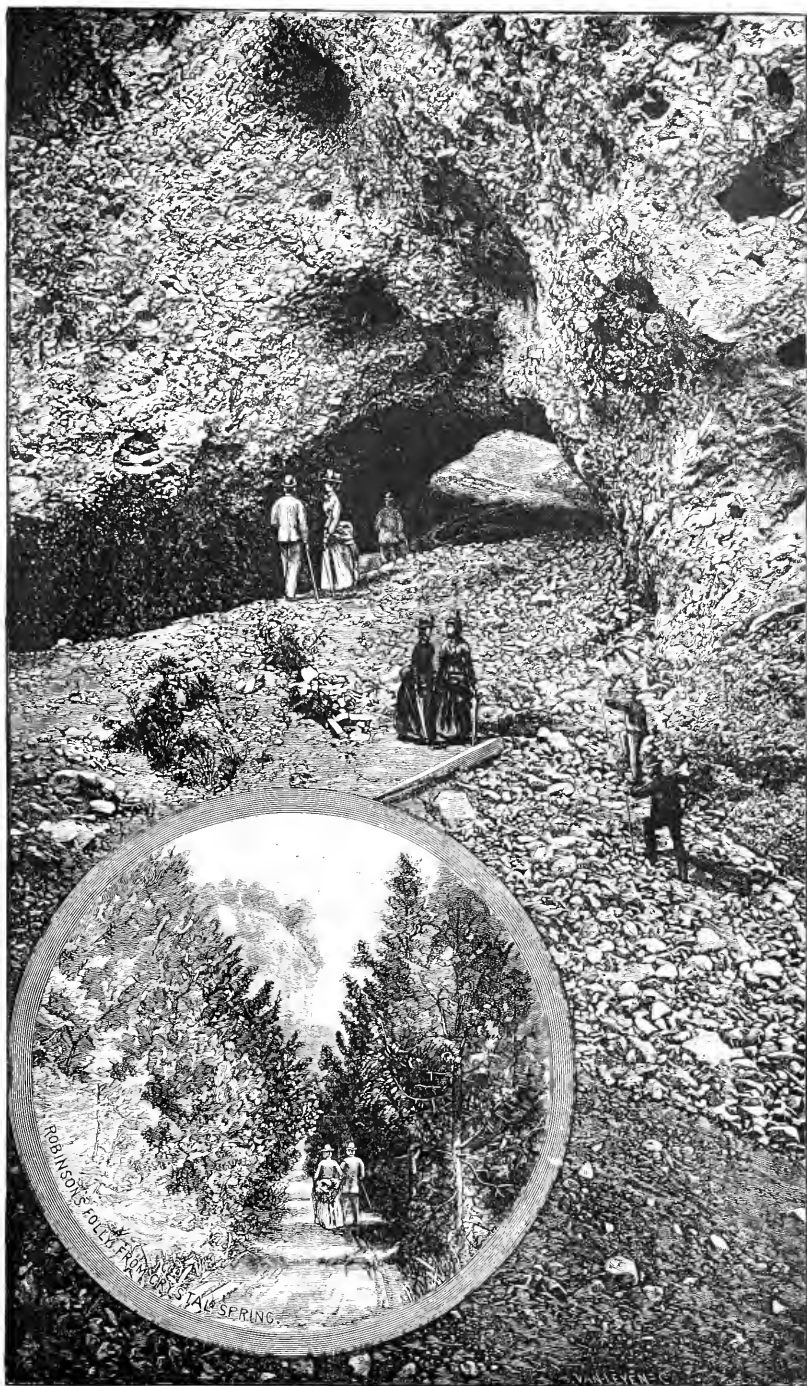
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MAIDEN ARCH, BASE OF ARCH ROCK.

Indeed, Mackinac might well be the scene of romances yet unwritten, not only on account of its unique and beautiful situation, but because of its native inhabitants, in whose strongly marked characteristics there is yet unmined material for the book-makers. Here are to be found people who were born on the island, have seen their three score and ten and never yet stepped foot upon the mainland, those who taught the Indians in the old days of the mission, and the fashionable lounge of to-day. It is full of contrasts and surprises, and has long been called the "Wonderful Isle" from the fascination it seems to hold for all who have ever lived on its shores. One of the most enthusiastic admirers of the place whom we ever met, is an old gentleman now living in Chicago, who was a resident of Mackinac in the old mission days. Since that time he has seen the vast West grow from a wilderness to a mighty empire; he has seen Chicago spring from a smaller post than Mackinaw now is, to the proud proportions of the western metropolis; he has been a potent factor in its growth, but he has never lost his affection for Mackinac, nor his desire to visit it often. He could not be persuaded to part with a portion of the land which he owns there, were it not to share the happiness of its possession with others. The island is as important from a sanitary point of view, as it is attractive and beautiful from the æsthetic.

Among the long list of names of prominent people who have visited Mackinac Island and the surrounding region, is that of Dr. William A. Hammond, of New York, who subsequently wrote an enthusiastic letter to the *New York World*, from which we make, with the writer's permission, the following extract:

TO KEEP WELL IN SUMMER.

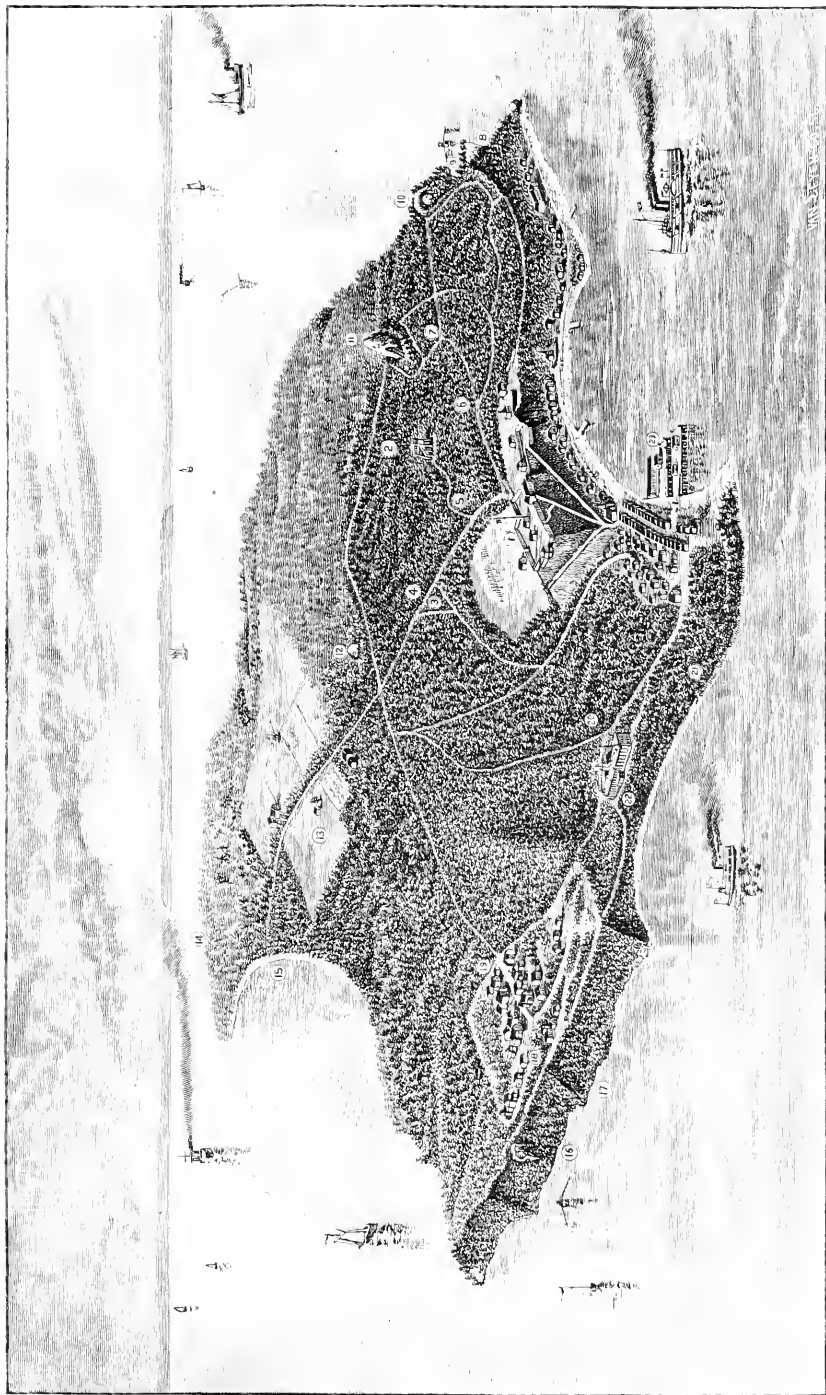
N. Y. World, June 15, 1888.

"So far as my personal experience goes, there is no place so good in every respect for the exhausted city worker of the East, the banker, the merchant, the professional man and his wife and children—who have probably in their way worked as hard as he has—as the Island of Mackinac.

It lies in the straits of the same name, between Lakes Michigan and Huron. Every breeze that comes to it blows over the water and parts with its surplus heat. The air is dry and bracing; the middle of the day warm for two or three hours; the nights cool and invigorating. There is not a bad smell in the island; not a mosquito nor any other kind of pestilent insect. I found all this out when I was stationed there as medical officer a year before the civil war. I tried it last year on the strength of my recollections of more than twenty-five years ago, and, as the result of my experience, I am going there again this year. It is a long journey from here there, but a good part of it can be accomplished on the lakes by boat, and any discomforts of travel are amply compensated for after the island is reached."

In reply to a request for permission to quote the foregoing, Dr. Hammond also says:

"I have no hesitation in saying that it is the best summer resort of which I have any knowledge for persons whose nervous systems are run down, or who desire to be built up and strengthened."



BIRD'S EYE VIEW ISLAND OF MACKINAC.

- 1. Fort Mackinac.
- 2. Fort Holmes.
- 3. Catholic Cemetery.
- 4. Military Cemetery.
- 5. Skull Cave.
- 6. Quarry, 1786.
- 7. Limekiln, 1786.
- 8. Robins' n's Folly.

- 9. Cliffs.
- 10. Arch Rock.
- 11. Sugar Loaf.
- 12. Skull Rock.

- 13. Battlefield, 1814.
- 14. Scott's Cave.
- 15. British Landing.
- 16. Lover's Leap.

- 17. Devil's Kitchen.
- 18. Pontiac's Lookout.
- 19. Obelisk.
- 20. Old Indian Burying Ground.

- 21. Distillery, 1812.
- 22. Plank's Grand Hotel.
- 23. Pet. and Clev. Steam Nav. Co.'s Wharf.

The Mackinac Region.

ALL of Northern Michigan's many attractions are within easy reach of Mackinac Island. Indeed, so central is this spot, that the "Mackinac Region," as commonly spoken of, is supposed to include every attraction of the Great Lake Region of Upper Michigan. All methods of travel may be called into use, and all seem to start from a common centre or hub, radiating as they do from this small island. Perhaps the most important of these secondary points is the Little Traverse Bay. Here, clustering within a mile or two of each other, and with fast extending suburbs almost touching, are Petoskey, Bay View, Wequetonsing, Harbor Springs and Harbor Point. The most expeditious route is via the G. R. & I. Railway, whose excellent train service renders communication possible at almost any hour of the day. The distance by rail route is only thirty-five miles from Mackinaw City, the nearest point to Mackinac, on the mainland. They may also be reached by either the day or night lines of steamers by way of Lake Michigan. By this route the mileage is nearly doubled, and the better part of a day or night occupied in the journey. By far the prettiest route is via the picturesque Inland Line of steamers through Mullet Lake and Indian River. The steamers leave Mackinac every morning early, and occupy the whole day in their tortuous windings. We speak more particularly of this in another chapter. The Michigan Central Railroad leading directly south, touches Topinabee and Indian River in an hour's ride from Mackinac. These points are also local to the Inland Route, the former being the point at which the boats usually stop for dinner.

Charlevoix and Traverse City are interesting points on Grand Traverse Bay, and are best reached by the steamers on Lake Michigan. They are about a day's ride from Mackinac.

A line of splendid steamers makes daily trips to the Sault Ste. Marie, leaving Mackinac about nine in the morning, and passing all of the superb scenery of the St. Mary's River by daylight. At the Soo, connections are made with the through steamships running to the north and south shores of Lake Superior and to the Canadian ports situated on Georgian Bay.

In a water trip to Chicago or Milwaukee, there is considerable diversity of choice. The Lake Michigan and Lake Superior Transportation Co.'s through steamers running without stops straight through the centre of the lake, afford a quick trip and the novelty of being in mid-sea for twenty-four hours. The Northern Michigan steamers, coasting to all important points on the Lake Michigan east coast, and consequently taking up more time, afford the tourist a better opportunity to view the industries of the region. Coming back to the service more directly connected with the island, we may mention that nothing gives a more general idea of its wonders than a trip around its shores in one of the numerous steam yachts. These trips are on at all hours of the day. So, also, are the fishing excursions to Les Cheneaux, than which no more delightful way of spending one day may be contrived. The ferry steamers, and the constant movement of steamers of regular routes, afford excellent opportunities to visit the mainland either north or south at any hour of the day or night.

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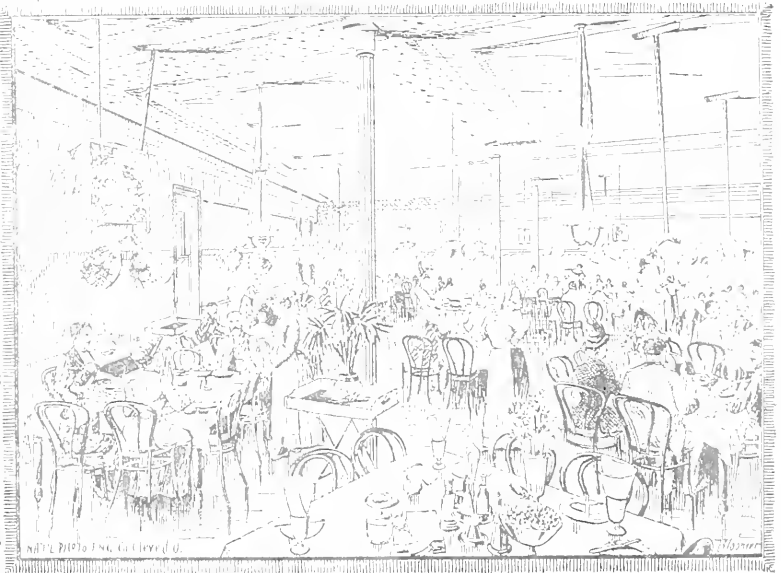
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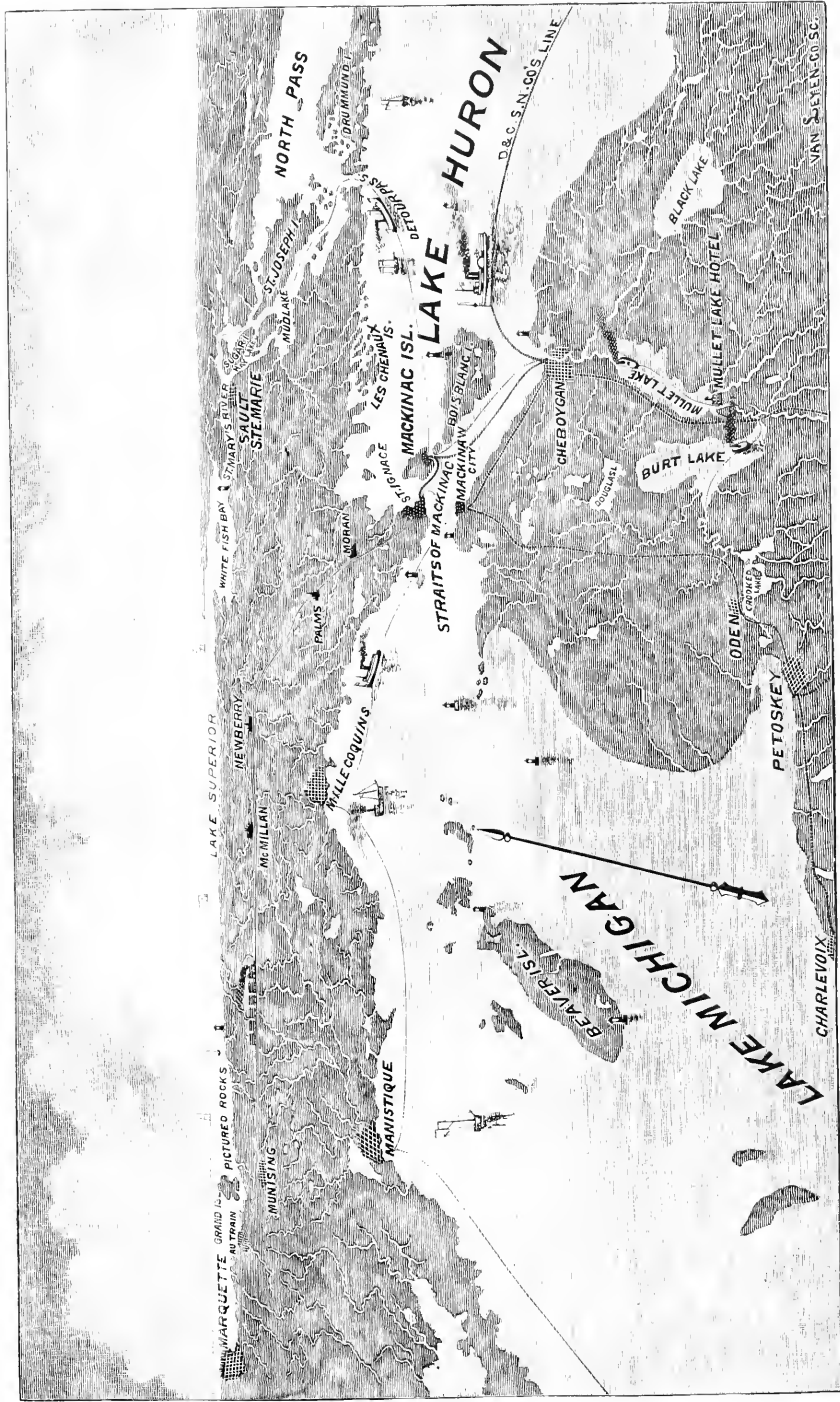
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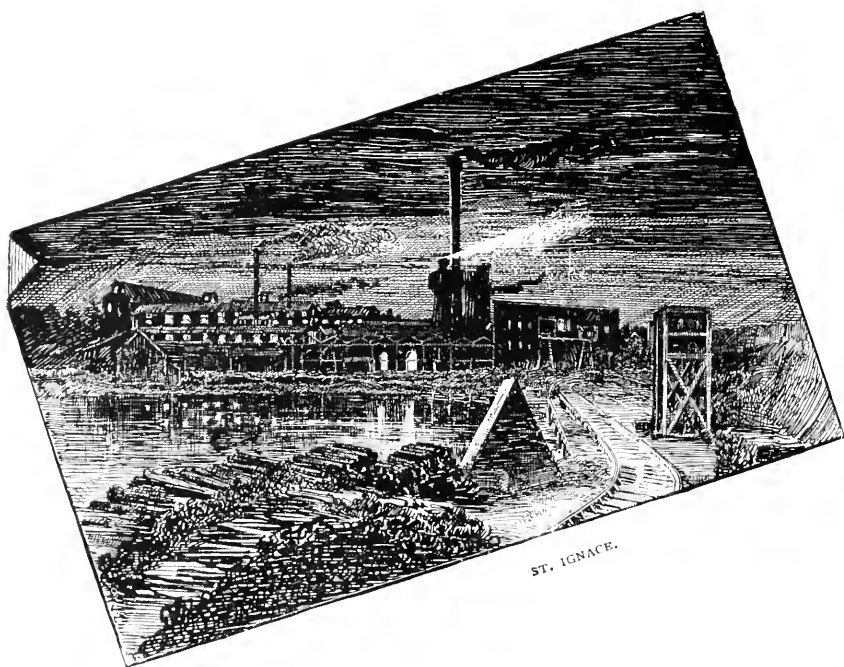
CLEVELAND, OHIO.



MAP STRAITS OF MACKINAC

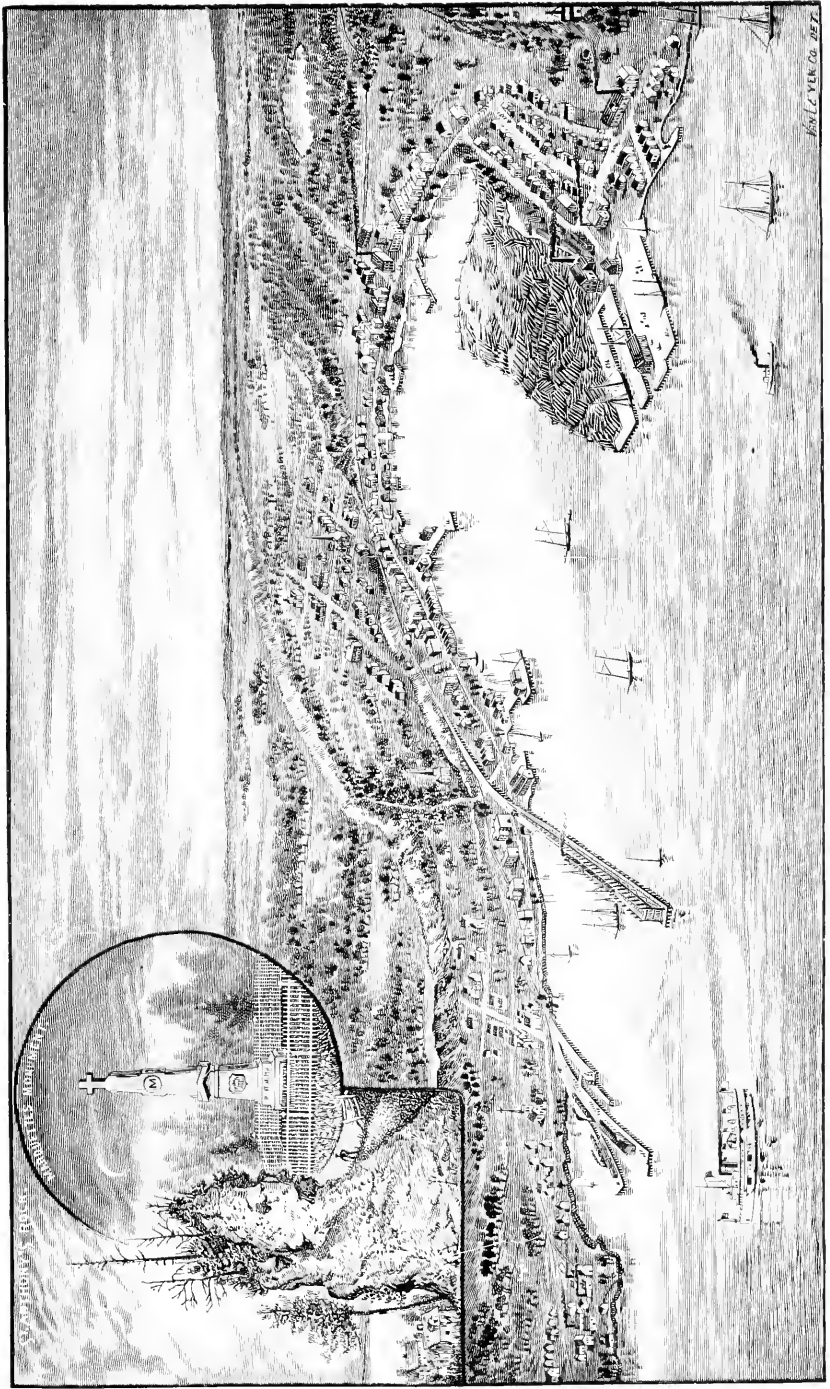
Bird's Eye View of the Famous Mackinac Region, showing the Water Route to Petoskey, Sault Ste Marie and Lake Superior and the D. S. S. & A. R. R. to Marquette and Lake Superior.

There is a pleasing aroma of history about St. Ignace, sometimes called the Gate City of the Upper Peninsula. The place, which is immediately opposite Mackinac Island, was founded in 1671 by Father Marquette, and for a quarter of a century it was the centre of interest in what was then the wilderness of Michigan. Near by clustered Indian villages, inhabited by six or seven thousand savages. It was from this place that Marquette set out May 17, 1673, in search of the Mississippi, then called the Great River. His bones were brought back four years later, and buried in a vault in a chapel which he constructed. After this chapel was burned his resting-place was lost sight of until a few years ago, when excavations brought to light fragments of the bark coffin and bones, which are carefully preserved as sacred relics. For a century and three quarters after, the Jesuits becoming discouraged, burned their chapel, and returned to Quebec, the town ceased to be of any importance, all interest being centered on Mackinac Island. New life has recently been given it by the



march of improvement, and it is now the shipping point for a large amount of ore, telegraph poles, ties, iron, and other products of the Upper Peninsula, it being the southern terminus of the Duluth, South Shore and Atlantic R.R. which penetrates through the upper peninsula to Duluth.

St. Ignace extends in a single street, in a semi-circle around the head of East Moran Bay for three and a half miles. The drive of four and one-half miles, to Groscap and along the winding shore to St. Martin's Creek is enjoyable, and St. Anthony's, Bear Face and Castle Rocks, Rabbit's Back and Lake Chechock, Marquette's Grave and the old Catholic Church are full of interest to tourists. St. Ignace is the terminal point in the route of the Detroit and Cleveland Steam Navigation Company's steamers: which proceed to that port, after touching at Mackinac.



BIRD'S EYE VIEW OF ST. IGNACE, MICH.

A new hotel, "The Sherwood," with several lesser houses, fully meets the summer demands of travel.

St. Ignace is becoming a favorite point with capitalists because of its superior shipping facilities. The Martel Smelting Furnaces, St. Ignace Manufacturing Co. and Mackinac Lumber Co. are all extensive enterprises.

The region through which the Duluth, South Shore and Atlantic R.R. passes is generally heavily wooded and abounding in small lakes wherein is an abundance of bass, muscalonge and pickerel. In the many streamlets which reinforce the rivers flowing into both Lake Michigan and Lake Superior brook trout are abundant. In the hardwood region bordering Lake Superior, the deer and other large game are so plentiful as to give that section the title of a veritable hunter's paradise.

From Soo Junction, passengers destined for the "Soo" (localism for Sault Ste. Marie), proceed eastward over that division, the distance being 47 miles.

At Minising the track approaches Lake Superior. A good highway of three miles leads directly north to the old town Minising upon the bay of the same name. Boats and guides may be engaged here for a visit to the remarkable Pictured Rocks, a strange array of caves, grottoes, steep cliffs, isolated crags and fantastic shapes in stone extending in a very romantic fashion along the shore for a distance of about fifteen miles.

A splendid harbor is formed at Minising by Grand Island, and yachting is a favorite diversion.

Many sportsmen stop at Au Train and Onota for both fishing and gunning.

The busy city of Marquette having a population of 9,000, is the most important place upon the line and is the general headquarters of the railroad company. The local attractions include fine drives to Mt. Mesnard, to Presque Isle, the great natural park of the town; Dead River Falls, the outlook from Light House Point and its smooth beach to Picnic Rocks on the shore toward Presque Isle. Iron Bay, the harbor, is a favorite fishing ground. West from Marquette the iron region begins, and upon an extended narrow peninsula projected northward into the lake, is the richest copper field in the known world. A short railroad system (the Mineral Range R.R. and the Hancock and Calumet R.R.) affords ingress to the famous copper mines, the principal ones being the Calumet and Hecla, the Osceola and the Tamarac. Many stamp mills, copper works, smelting furnaces and co-incident industries are scattered through the valley.

The recent extension of the railroad westward to Duluth has opened up a wild region as yet hardly explored by sportsmen. The distance from St. Ignace to Duluth is 405 miles.

Many prosperous farming, lumbering and mining communities are strung like beads along the line, each having its especial attraction for hunters and investors.

Petoskey.

In 1757, Nee-i-too-shing, "Early Dawn," a chief of the Chippewas, with others of his tribe, went down the lake shore on a hunting and trapping expedition, and camped on the Manistee River, at a point where the City of Manistee now stands. On returning to his rude home in the early morning, he put back the deer skin door and turned to look at the sun, which, as it rose above the horizon, flashed its first bright shafts of light into his lodge. At that moment the first cry of his new-born child came to his ear, and he exclaimed: "Neyas Pe-to-se-ga,"—Rising Sun. It was

W. & A. FLETCHER CO.

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SAN RAFAEL, of San Francisco, Cal. ALASKAN, of Portland, Oregon.

AND MANY OTHERS.

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Ferry from Foot of West 14th St., NEW YORK.

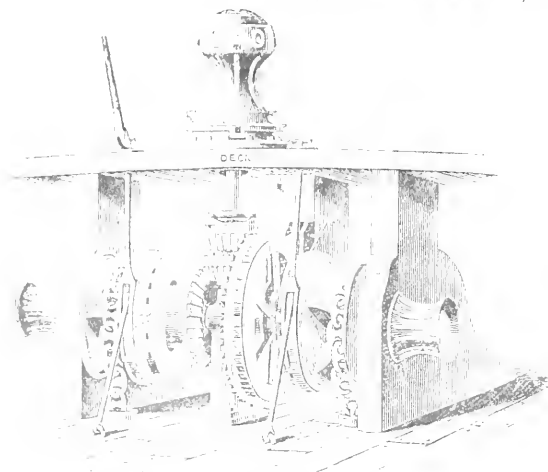
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PROVIDENCE, R. I



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Steam Capstan Windlass,

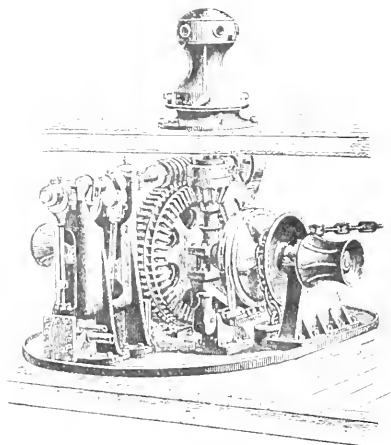
(NEW STYLE.)

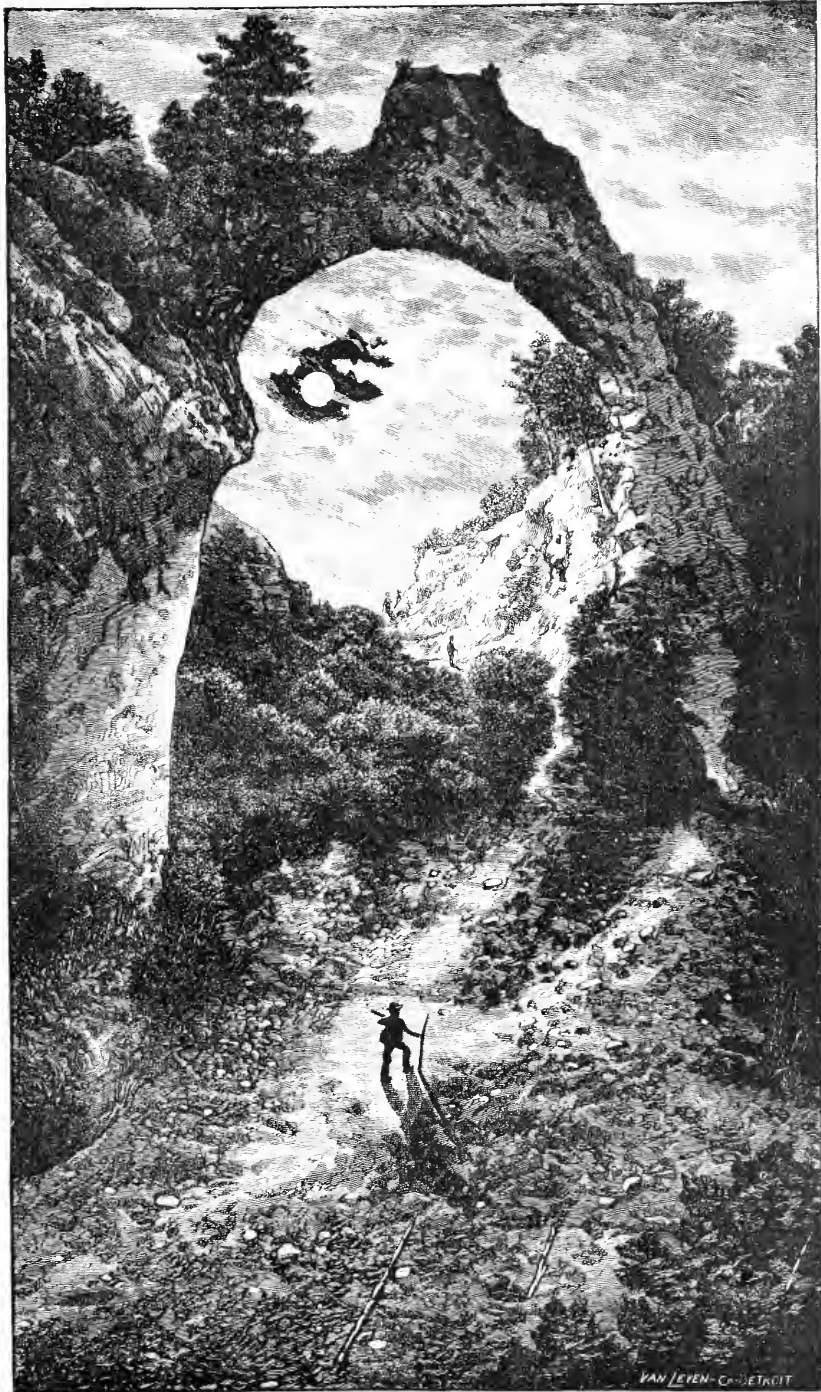
Three units belonging to the *Detroit & Cleveland Steam Navigation Company* have these Windlasses and Capstans.

All the best class of Steamships, Yachts, and Sailing Vessels built in the United States during the last ten years also have them.

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For Important and Latest Improvements, see their new Illustrated Catalogue.





AL-H ROCK, FROM THE BEACH.

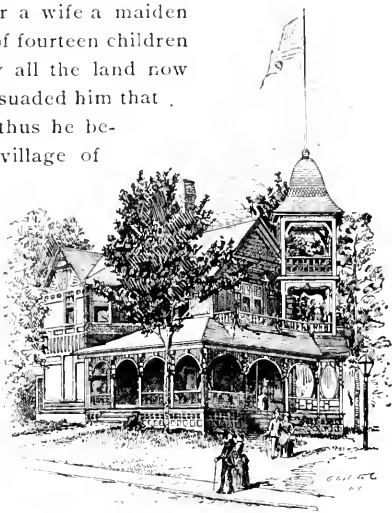
very fitting that the heir of "Early Dawn" should be thus titled. The home of this chief was seven miles northwest of Harbor Springs, and the time was when 4,000 warriors could be mustered from the regions about this bay.

At 22 years of age, Pe-to-se-ga took for a wife a maiden named Keway-ka-ba-wi-kwa, raised a family of fourteen children and became a chief and proprietor of nearly all the land now covered by the village site. Missionaries persuaded him that Neyas was an abbreviation of Ignatius, and thus he became Ignatius Pe-to-se-ga. The present village of Petoskey is indebted to this chieftain for her name, corrupted from the more musical and ancestral original. She certainly had no reason to be ashamed of her pedigree, for the chief for whom she was christened had many sterling traits of character.

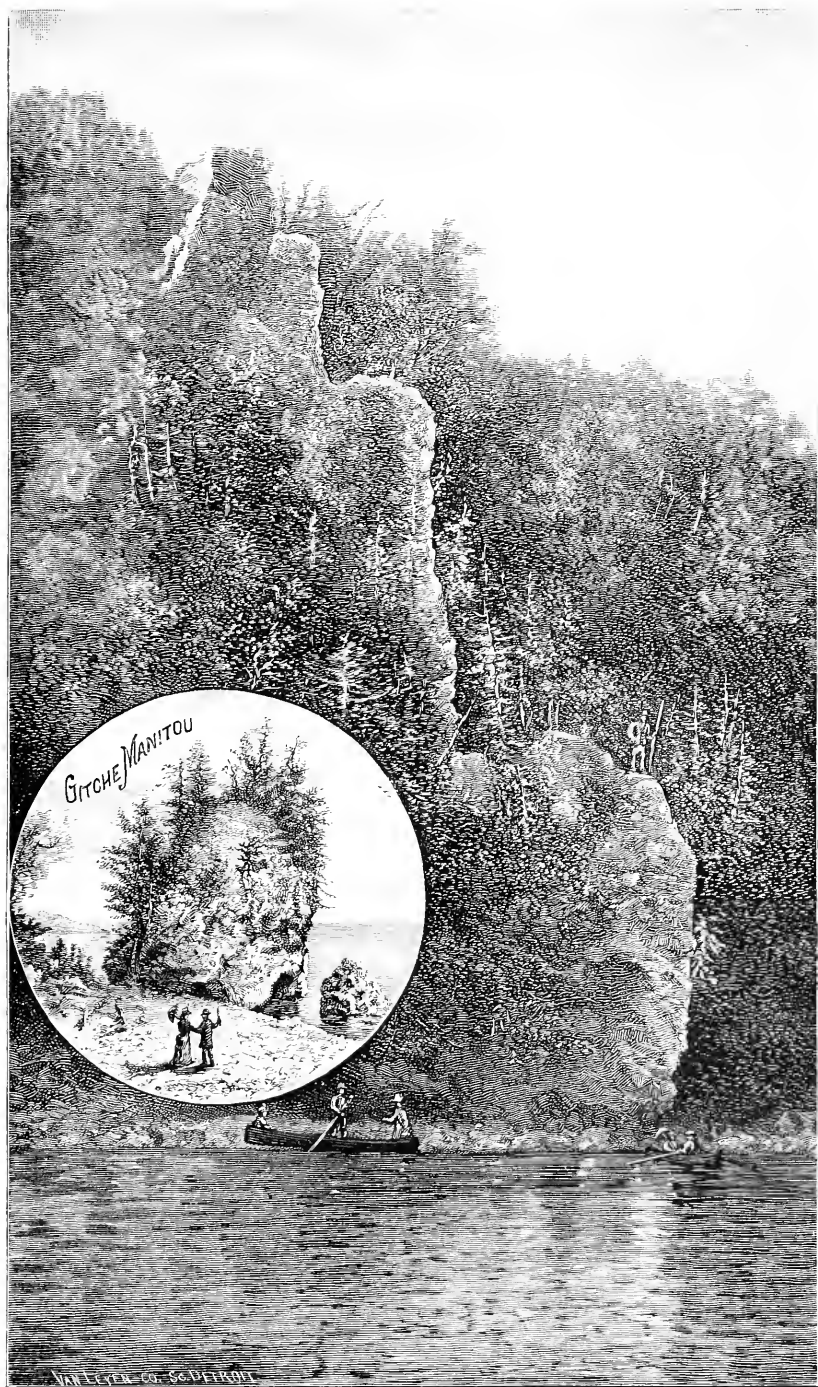
Petoskey is a charming summer resort situated on the south side and near the head of Little Traverse Bay at the foot of high bluffs. A more romantic location could scarcely be imagined. Little Traverse Bay is nine miles long; from a width of six miles at the mouth, the shores gradually approach each other until only two miles apart, forming the head of the bay into a half circle. The bay is here enclosed by high tablelands or higher hills that approach the water in a succession of natural terraces, having the appearance of a vast amphitheatre, rising two hundred feet above the bay. In the centre of this stands Petoskey at an elevation of fifty feet. From this point the ground rises gradually to the natural limits of the town, thus giving to its denizens the benefits of the mild and invigorating breezes, and opening to all the beautiful views of the lake, bay and opposite shore.

The climate of Petoskey is a sovereign one for bilious diseases, hay-fever, etc. The Western Hay Fever Association has its headquarters here. No watering place or summer resort on the continent can boast of purer air, fresher breezes, or better whitefish than Petoskey. The facilities for recreation are also good. The woods abound with game, and the rivers and lakes are full of fish. Bear River, which enters into Little Traverse Bay, near Petoskey, is a wonderful stream. Bear Lake, its source, is twelve miles long and one mile wide, and is one hundred feet above the level of the bay.

If we are out in a boat on the bay and look in toward the land, we perceive that Petoskey occupies a series of picturesque undulations that spread out on either hand, and rise to the rear in the form of an amphitheatre. A lofty limestone cliff flanks the town on the west. Its top is crowned with trees, among which are discovered the tents of many vacation tourists who are "camping out." Behind them rises an overtopping eminence, dotted with pretentious villas of wealthy residents. From the verge of this cliff the outlook is superb. Across, five miles distant, is the ridge of hills that line the opposite side of the Little Traverse Bay. These sweep round in a symmetrical curve to the head of the bay, two miles to the right, and then follow the hither shore until they rise and terminate in high cliffs. All along in that direction, as far as sight can reach,



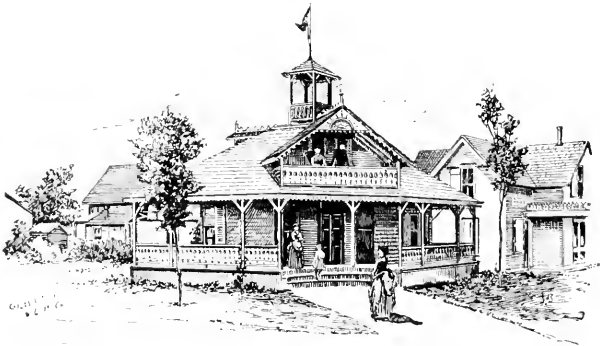
COTTAGE AT BAY VIEW.



GIANT'S STAIRCASE, MACKINAC ISLAND.

can be traced the white line of a pebbly shore limned against the green of the hills; and then from the base of the cliff, in a sweep of two miles or more to the left, it forms a crescent, ending in a wooded point. Tree-covered hills slope gently back and upward from the beach, and pretty cottages peep out from among their branches. The principal part of the town lies in the bowl of the amphitheatre, from which a practicable road leads through a ravine to the long pier which projects from the hollow of the crescent into the bay. This pier gives additional character and life to the scenery.

Petoskey has a water front of one and one-half miles, and extends inland about the same distance: it is of comparatively recent date. The locomotive engine, that vanguard of civilization, first pierced this almost interminable northern wilderness in 1874. At that time the surrounding country was a wilderness, but a few years have wrought a wonderful transformation. The village now numbers over 6,000 souls. It is surrounded by a thriving and populous farming community. The transition from brush heaps, stumps and log houses to graded streets, broad walks, fine stores and dwellings, schools and churches, palatial hotels, electric lights and a system of water works which a metropolitan city might well be proud of, has been magical.



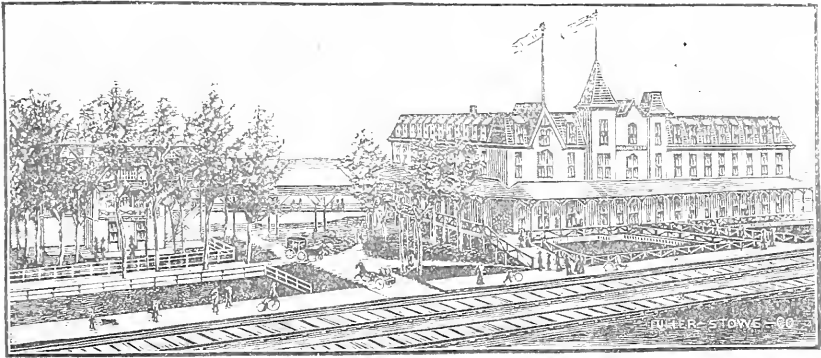
COTTAGE AT BAY VIEW.

Bay View, not quite two miles distant, extends one and one-fourth miles along the beach and one-half mile back. It is a resort owned by the Michigan Camp Ground Association; it is the Ocean Grove and Martha's Vineyard of the North combined in one. Bay View is very emphatically Methodistic in its origin, history and purposes. A company of Michigan Methodists a few years since made a thorough examination of a large number of places with a view of locating a State camp ground and summer residence, and finally decided upon this location as the most desirable. An association was formed, to which were donated 500 acres of land, on condition that a given amount of money should be expended in the way of improvements within a stated time. The relation has proved to be very fortunate, and the two-fold purpose had in view is being fully realized.

Though but a few years have passed since the location of the grounds, Bay View has already become immensely popular. Large numbers from the East and South annually avail themselves of the privileges it affords, and the association is increasing every year.

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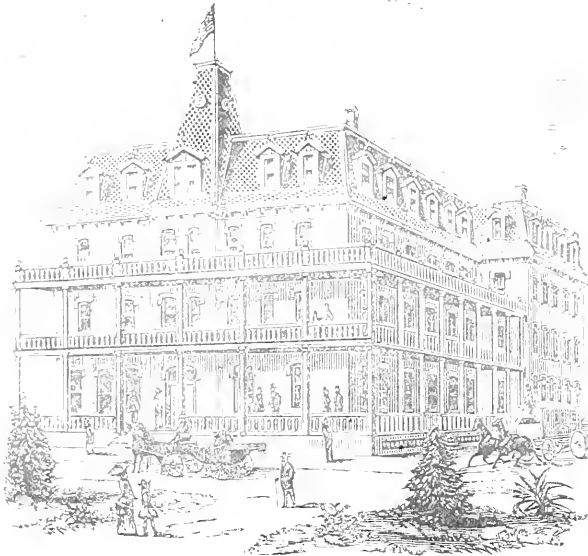
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MARQUETTE, MICH.

CHARLES E. DEANE.

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RATES.

\$2, \$2.50 AND \$3 PER DAY.

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OPEN ALL THE YEAR ROUND

This hotel has been thoroughly refitted and re-furnished and is first-class in all respects. The location is central, making it headquarters for business men as well as for health and pleasure seekers. An orchestra has been engaged for the season. Special rates for families. Full particulars cheerfully and promptly furnished.

MARQUETTE SUMMER RESORT.

THE manifold attractions of the beautiful city of MARQUETTE have placed it in the front rank of the pleasure resorts of the North, while the salubrity of its climate has rendered it equally popular as a health resort, especially with lay-fever patients who will find absolute relief here.

Its situation is commanding, and scenic attractions unrivaled, the city being located on one of the finest bays of the Lake Superior coast. It rises like an amphitheater from the margin of the bay, and is finely built, the brown stone of the district being largely and most effectively employed.

The population does not exceed 8,500, yet the city presents more evidences of wealth, refinement and public spirit, than many places ten times its size. It has three great iron docks, lighted with electricity, and enormous shipments of iron ore take place every season.

The summer temperature of Marquette is such as to give it a decided advantage over every other locality in the Northwest, while its nights are especially cool and refreshing.

The drives in and about the city are all that could be desired—the roads being macadamized. There are many favorite places of resort within easy reach. Four miles west is Presque Isle; a short distance east of the city is Mt. Mesnard, from the summit of which a magnificent panorama stretches away in every direction. Far away to the north looms up the bold promontory of Granite Point, while to the east may be descried the famous Whitefish Bay. The coast everywhere abounds in picturesque scenery, forty miles eastward being the celebrated "Pictured Rocks."

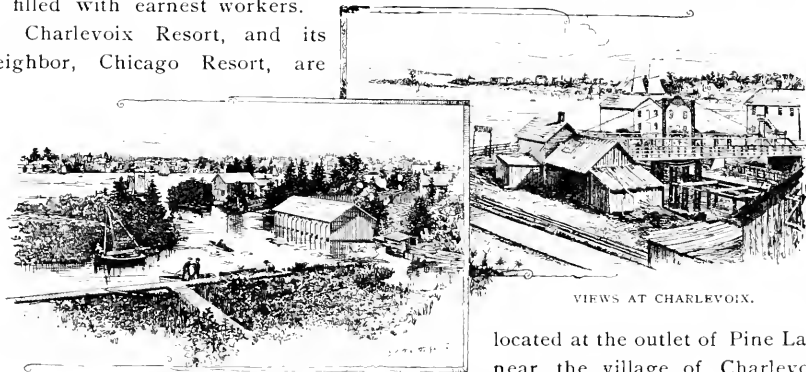
The attractions for sportsmen are unsurpassed. The forests abound with deer, and hunting parties are made up almost daily during the season. The large Mackinaw trout are caught in the lake by trolling, while the inland streams abound with brook trout, black bass, perch and pike. In Pine Lake, thirty miles north, is found that beautiful fish, the Grayling.

It is beautifully located. The land rises from the bay in natural terraces, which afford delightful sites for residences. A great part of the land is platted into lots and a large number of cottages, ranging in cost from \$200 to \$5,000, have been built. The Bay View cottages are supplied with clear, cold water through pipes from a never-failing spring on a hillside, seventy feet above the grounds. The cozy and picturesque residences built along the terraces facing the beautiful little bay, form most attractive and quiet summer homes.

The bay itself is a gem of beauty, the grounds are delightful, the air is pure, the climate is healthful, the forests are grand, the water is excellent and the place is easy of access. There are a depot and wharf on the grounds with daily boats and trains.

The one thing, however, that has brought Bay View into a prominence among summer resorts only second to Chautauqua, was the establishment of the Bay View Assembly in 1886. This is a branch of Chautauqua and the Assembly of 1888 was a marvelous success both in point of attendance, and the extent and character of the assembly work. Here for a month were given a series of lectures and concerts by the most eminent specialists, lecturers and artists before the public. Various new departments were opened, in 1888, and promptly filled with earnest workers.

Charlevoix Resort, and its neighbor, Chicago Resort, are



VIEWS AT CHARLEVOIX.

located at the outlet of Pine Lake, near the village of Charlevoix,

which is located upon the shores of Lake Michigan, sixteen miles westerly from Petoskey.

As at Harbor Point, the element of healthful cottage life exists here as a leading feature, scores of pretty summer homes peeping out from the groves, and growing in numbers every year. As at other points described, the fishing here is of unvarying excellence in either Lake Michigan, Pine Lake, or their diminutive neighbor, Round Lake, upon the borders of the resort. Stages and steamboats make frequent trips to and from Petoskey.

Harbor Springs

is on the north side of Little Traverse Bay, four miles from Petoskey and Bay View. The village is located on a beautiful harbor, formed by Harbor Point, projecting into the bay, and enclosing a surface of water a mile in length and half a mile in width. The Indians call this small bay Wequetonsing. The shore is a pebbly beach, washed by waters of such crystal purity that fish and other objects are plainly visible upon

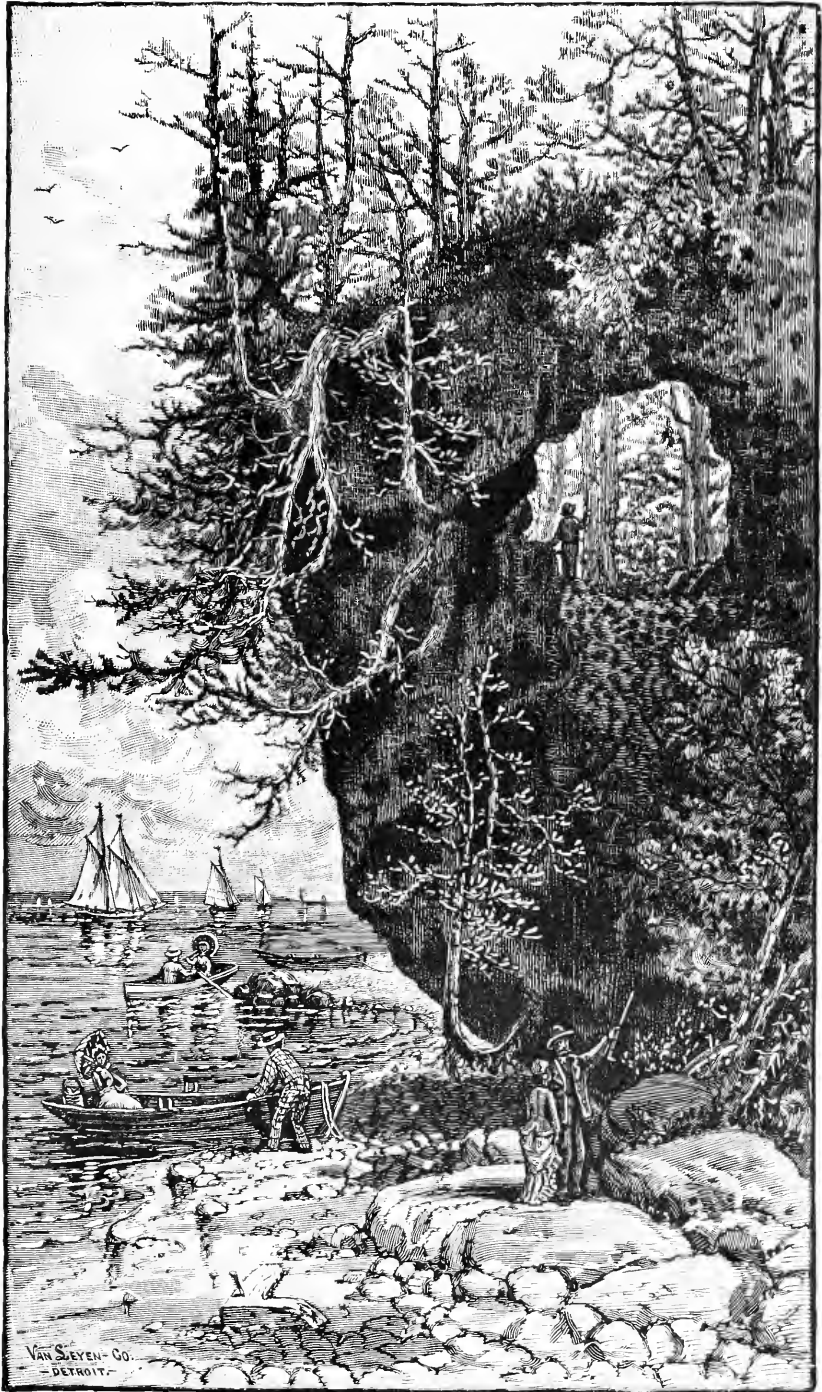
the bottom, at a depth of thirty to fifty feet. All along the water's edge are large springs, from which gush streams of water as clear as air, and only twelve to fourteen degrees above freezing point, the health-giving properties of which are truly marvelous. The land rises some ten or fifteen feet, the business portion of the town being located on the level. Back of this rises an abrupt bluff seventy-five to one hundred feet. Fine building sites are found on the terraced plateau above. A small trout creek, starting from the springs, winds its way across the lower flat, and flows into the bay.

The history of the place is full of interest. Pieces of ancient pottery have been found here, indicating that it was once a stopping place frequented by the extinct race of mound builders on their journeys from Mexico, to the Lake Superior mines. For ages it was a camping ground for the Indians, for whom it was well situated, its harbor being secure and abounding in fish. For many years it was a central point for the payment of annuities, and was a trading post next in importance to Mackinac. There are a few Indians still left who retain all the characteristics of their race. Among the many curious legends concerning the place, one relates to Devil's Pond, an innocent looking pool near the portage of Harbor Point, where the Indians believe the bad spirit dwelt until frightened away by the noise of the white man's saw mill. The scenery in this vicinity is beautiful; at the foot of the bluffs lies the picturesque village, then the harbor, a lovely sheet of water, reflecting on its placid bosom the drifting clouds, stars and trees, every tint being mirrored with perfect distinctness. Beyond is the open bay, with the surrounding shores rising in a succession of wooded hills. Through the trees on the opposite shore is seen Bay View and Petoskey, and to the right is the broad expanse of Lake Michigan.

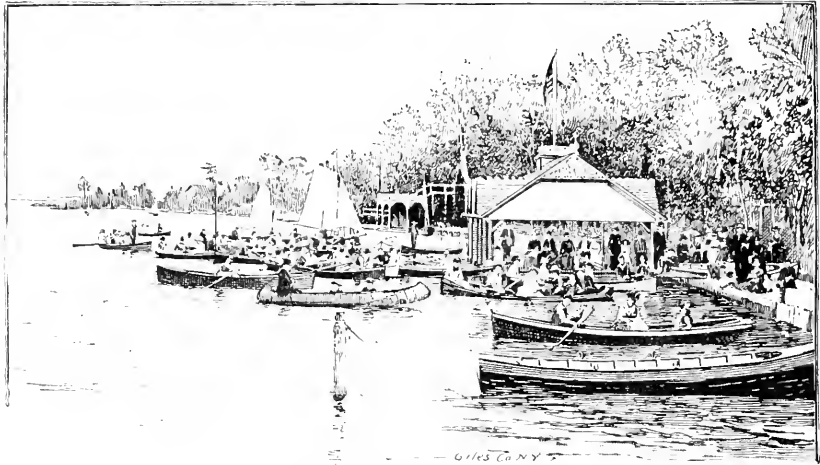
Harbor Point.

This small, but most charming summer resort is located on the point that curves out into the waters of Little Traverse Bay, and forms the beautiful harbor, on the northern shore of which sits Harbor Springs.

Harbor Point belongs to an association of cottage and lot holders, and the aid rendered by art to the natural advantages of the spot, makes it one of the loveliest bits of ground in the whole region. It is well shaded with native forest trees, has a fine water frontage on Little Traverse Bay, on the south side, while the always quiet waters of the placid "Harbor" on the north front afford the best and safest of boating in all weathers. Many of the cottages are elaborate and most comfortable, while the society is of the best. The association has no denominational bias, but was formed and is maintained as a purely civil society, with no other object than to beautify the surroundings and make pleasant the summer life of its members.



FAIRY ARCH, ISLAND OF MACKINAC.



GILES CO. N.Y.
SUMMER LIFE AT HARBOR POINT.

Wequetonsing

is the youngest of the summer resorts which cluster around the blue waters of Little Traverse Bay, but by no means the least promising. It is situated on the northern shore of Little Traverse Bay, two miles east of Harbor Springs, and is connected with its sister resorts by quick trains and half-hourly steamboats. It is distinctively a Presbyterian resort, but not exclusive. It is already a village of over one hundred cottages, which number will be largely increased this year. Its people are conservative, and seek to make the summer life of the place restful and healthful.

The leading summer hotel of the Traverse Region is the handsome Arlington, which, standing in the midst of shaded, well-kept grounds, and overlooking the bay and town, at once claims the attention of every passing traveler and wins the good will of all who lodge beneath its roof. It is fitted out with all the approved conveniences and luxuries now demanded by a fastidious public.

Arlington Spring water is in medicinal qualities similar to that of Waukesha.

The Arlington is, as usual, under the management of Mr. J. R. Hayes.

The Inland Route.

A little steamer crosses from Mackinac Island to Cheboygan, and leaves at nine o'clock for a trip to Potoskey, by the wonderfully novel and attractive Inland Route, through crooked rivers and beautiful lakes. The steamer headed up the Cheboygan, picking her way through logs, which generally obstruct the river. An industry peculiar to Northern Michigan is indicated by busy saw-mills; and though piles of lumber obstructed our view, we caught glimpses of our winding course, in time to save a dawning conviction that the trip must end there. A sharp angle brought to view a lock, the rear gate

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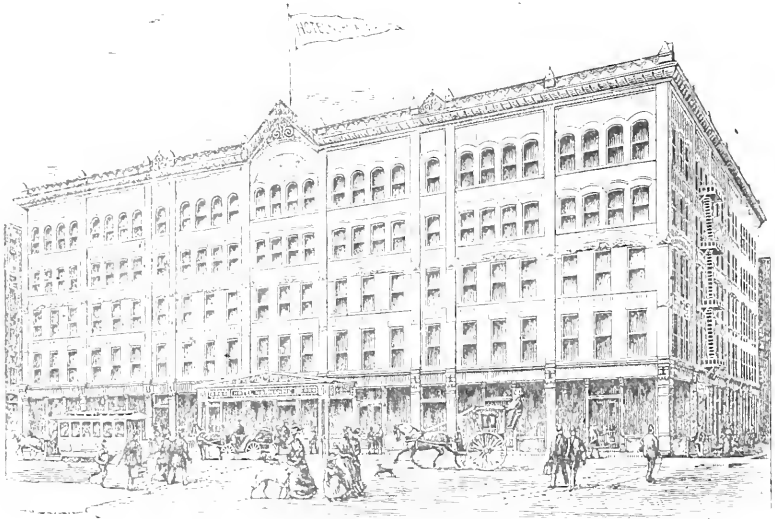
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Rates, \$2.50 & \$2.00 per Day,

Meals, 50 Cents.

*Except Parlor Floor Rooms and Rooms
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ONE PRICE AND CASH.



SUGAR LOAF ROCK, MACKINAC ISLAND.

of which was closed. On our entering, the water from the river, ten feet above, was gradually let in from the bottom, and our craft lifted to the upper level.

Three miles above this point, Black River empties into the Cheboygan, and is the outlet of Black Lake, which is twelve miles from the junction of the two rivers, and covers an area of six by four miles. Rapids, within a few miles of the lake, make further navigation by steamer impossible. A panorama of beautiful landscape is opened as we proceed, and Mullet Lake with its placid waters, wooded shores and attractive spots for camping, was reached before noon. The lake is six miles above Cheboygan, and is a beautiful body of water, twelve miles long, and from five to eight wide. It is full of fish and its borders abound in game. Into it empty Pigeon, Indian and Sturgeon Rivers. On the right, nearly across the lake, is Topinabee, where a stop is made for dinner. The Northern Hay Fever Association, Pike's Hotel, railway station, telegraph office and stores are located here.

Soon after leaving the Topinabee, we entered Indian River, which some poet has likened to a "silver thread on Nature's carpet." Seven miles of beautiful river scenery, and Indian River village is reached, five of these crooked miles, which cover all points of the compass, would make only three as the crow flies. Fishing and shooting parties in boats, were met and towed by our accommodating captain to points farther on. After leaving this romantic little village, we had fallen into a quiet contemplation of our novel surroundings, when we were startled out of our reveries by a shrill whistle, seemingly coming but a few feet away from the bank of the river, and the next moment we were hardly less surprised to see the small steam yacht "Louie" suddenly shoot out from behind a bend just ahead. It seemed a saucy affair, both the whistle and the sudden appearance; the craft as much as saying: "Look out there! I claim the right of way here!" She contained a pleasure party, and the engineer, some eight years of age, sat unconcernedly by the boiler, answering signals given by the captain at the wheel. At the bends in the river one could easily jump ashore from bow or stern. It seemed at times impossible to navigate so crooked a stream, the steamer going at the bank as if it meant to jump it, but a clever turn of the wheel brought us out all right, causing little damage—to the shore.

A conspicuous sign on the bank indicated that the cluster of Indian huts, settlers' cabins and tents of tourists was styled "Columbus Landing," and while gazing at it, the steamer shot into Burt's Lake, unnoticed. An odd looking steam craft seen off at a distance, proved to be a floating saw-mill, which ties up to the farmers' docks, and saws their lumber almost at their doors. At the small wharves along the shore, the steamer, if signalled, will stop. In case there is no landing, passengers frequently come out in small boats. Burt's Lake is ten miles long and five wide. It is fed by Crooked, Maple and Sturgeon Rivers, all large streams. Maple River is also the outlet of Douglass Lake, which lies two miles north. Once across this lake we suddenly swung in apparently for the shore, but no; it proved to be for the mouth of the river, narrower and more crooked than we had yet seen. The passage of Crooked River, seven miles long, was the most highly interesting and novel portion of the trip. We wondered how the steamer would be able even to enter, as floating logs filled all the space, the very mouth being closed by a boom to keep them in. A rope was hitched to the stake, which the steamer

pulled out, letting the boom go, and we went at the jam of logs at full speed, jumping some, pushing others with pike poles, and so making our way in amongst them. The river drivers with red pantaloons and spiked boots, skipped around on the logs with a careless indifference to their uncertain footing, that would have sent a novice into the water at short notice. With their pike poles they rendered efficient aid, and after much pushing, pulling and butting, we finally got clear. Once more well in the river, our attention was absorbed with the navigation of the little steamer. Owing to the narrow, winding course, at times it seemed impossible to go farther, but by making very short turns and winding around abrupt angles, we threaded the labyrinth, being able, quite often, to pick evergreens from the shore on either side. *Bump!* she would go into the bank, her stem swinging in, and off again for the opposite bank, and so on for miles. A short distance beyond the jam of logs, a lighter, containing kitchen and bunks, was being floated along, to be within easy reach for meals and shelter for the men on the drive just passed. Farther on was the tail end of the drive, a single man gathering stray logs into a raft, his boat tied astern. It was all very interesting, the scenery beautiful and the whole affair novel in the extreme. We shortly entered Crooked Lake; which is five miles long, and famous for bass fishing, and numerous delightful locations for camping along its shores. In a few moments we were landed in the woods at Odin, at the head of the lake; and we bade good bye to the little steamer and its good-natured captain with regret.

The Dummy, another novelty, was waiting at the station to take us the last eight miles of our journey, over the G. R. & I. R. R. track, to Petoskey. Its open cars afforded a splendid view en route of the Bay View, Harbor Springs and Point resorts for cottagers. As we looked across the beautiful bay, the whole scene reminded us of an amphitheatre on a grand scale. Our train stopped at the Arlington Hotel in time for supper, and a stroll about the young but famous town, before the departure of the train for Mackinac City, thirty-three miles away. We then took the ferry "Algolah" for Mackinac Island, seven miles distant.



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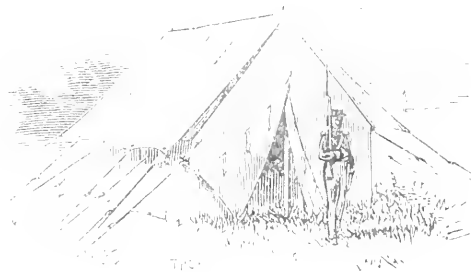
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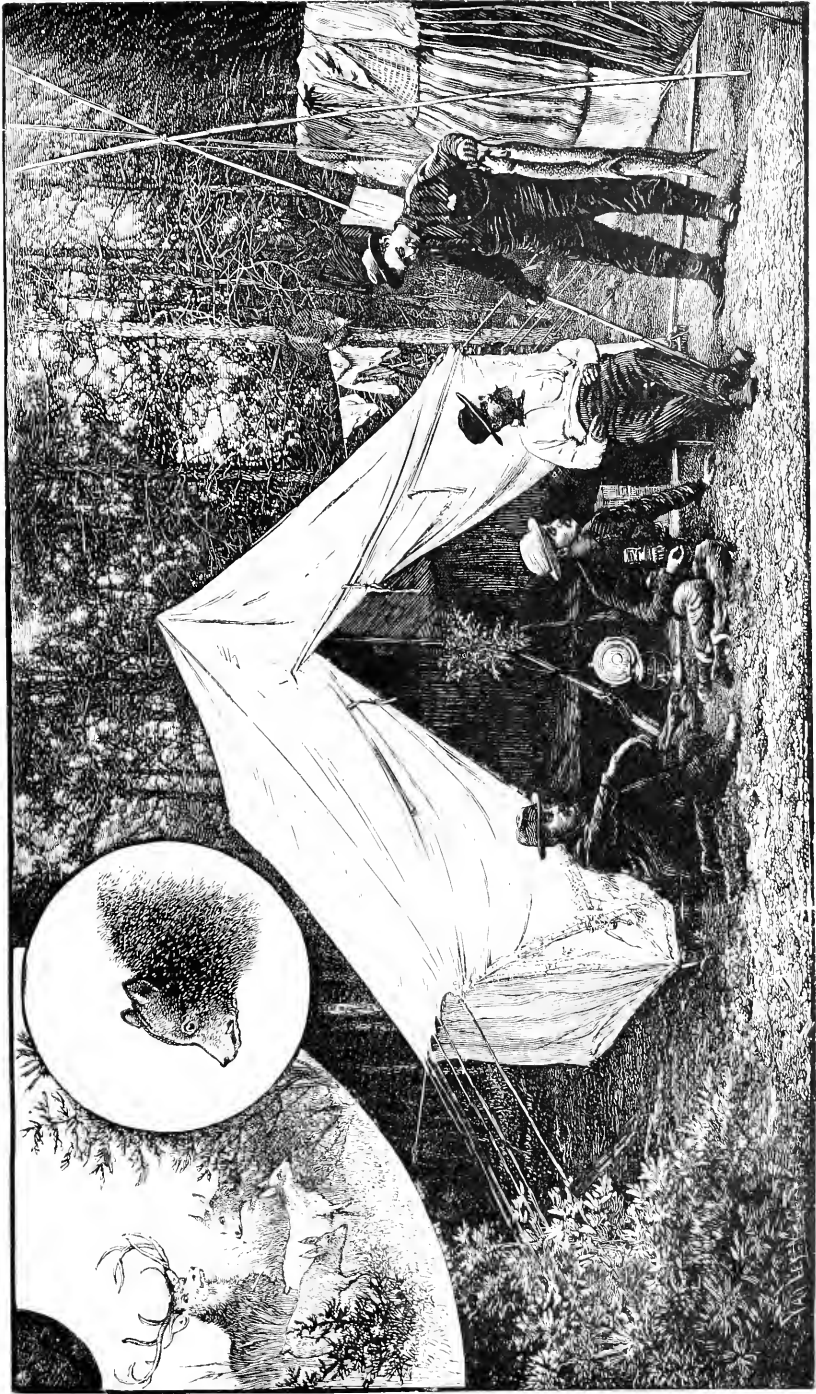
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A CAMP SCENE AT LES CHENEUX.

largest and most gamy varieties, fairly swarm in all directions, and the most blase angler will find sport worthy of his mettle. Trout may be caught in the streams on the adjacent mainland, and the huntsman will find plenty of deer and bear, also small game.

Parties not intending to camp should stop at The Elliott, which is situated on Grand La Salle Island, near the centre of the group. This hotel accommodates one hundred guests, and will furnish meals to campers if desired, also boats, bait and guides. It is entirely new this season, and being managed by prominent capitalists, will assuredly prove successful in filling the greatest need this region has ever known.

Les Cheneaux Islands have, during the past three years, been the camp grounds of many important clubs, all of which sing loudly the praises of this veritable Sportsman's Paradise.

Below are particulars of the most advantageous points, as culled by our fisherman last season. The key shows their precise location on the bird's-eye view. Wood is plentiful everywhere. Hay can be obtained from Patrick's, and lumber from Hayne's mill.

A—Deep basin, with high, rocky shores. Best black bass fishery in the State—during east winds. *B*—Small clearing, with vacant cabin. High banks and good landing on north side. Bass, perch, muscalonge and some Mackinac trout. Near trout stream. *C*—Good trout stream. Reached by small boats from other points. Not easily found. *D*—Grassy bluff with good landing. Splendid camp ground. Large yellow perch, pickerel and pike. Five rods west, rocky bottom, home of the gamy black bass. Just south, home of Indian queen, over 100 years old. *E*—Patrick's Hotel situated on an elevation, back of landing, and adjoining a large camp ground. Black bass, rock bass, pickerel and perch. *F* to *K*—Deep, rocky bottom. Black bass abundant. *G*—Wisner's. Sloping banks. Good camp grounds and landing. Empty cabin and open shed. Muscalonge Bay lies just west. Here muscalonge, pike and black bass may be caught, also large, red-finned yellow perch, which are as gamey as the bass. Muscalonge weighing 25 pounds dressed, have been caught. Frogs abundant on lake shore of island. *H*—Deserted cabin in clearing. Deep water, and good beach. Pickerel caught here have weighed 15 pounds. Large bass. *I*—Close Bay. Chickens, butter and eggs may be purchased here. *J*—Good camping spot. The finest pickerel fishing in America along this coast. Forty large pickerel may easily be caught in a day. At a point toward *G*, black bass and yellow perch. *L*—At mouth of third entrance and up channel. Black bass, rock bass and large sunfish. *M*—Rocky bottom. Black bass fishing. No landing. *N*—Ten rods from this shore is the ground of the large muscalonge. Heavy lines, gaff hooks, and skillful fishing necessary to land the fish. *O*—Rock bass and large sunfish. No camping place. *P*—Clearing, with cabin. Pike and pickerel on opposite side of channel. *Q*—Good camp ground. Bottom rocky. Black bass and large red-finned yellow perch. *R*—Hayne's dock and saw-mill. Good black bass fishing. *S*—Sheltered Bay Island. Deep rocky bottom. Black bass abundant.

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— LUMINOUS BAIT —

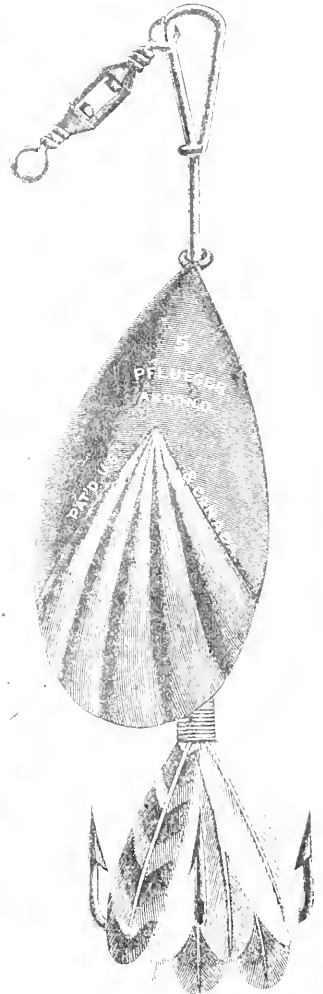


1ST FISHER
HELLO BURN! HOW DID YOU CAPTURE THAT FINEST STRING OF FISH I'VE
BEEN OUT SINCE MORNING AND HAVE ONLY A FEW MEASLY PERCH.

2ND FISHER
OH! THIS IS ONLY THREE HOURS' WORK MY TIME IS TOO VALUABLE DURING THE
DAY, SO I GO EVENINGS' USE PFLUEGER'S LUMINOUS BAIT.

3RD FISHER
HA! I'VE HEARD THAT THE GAME FISH REST DURING THE DAY AND FEED
AT DARK. I'LL USE THE LUMINOUS BAIT HEREAFTER.

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Anglers Charm with Catalogue mailed post-paid, on receipt of 20c. Also send 40c. for 3x5x10 inch photo, framed with French glass, and back rest, showing outing scene of noted men and display of fish catch, very appropriate for tackle show cases, office mantels, etc. Only a limited number made, hence don't delay, but send for them at once.

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CAUGHT AT THE
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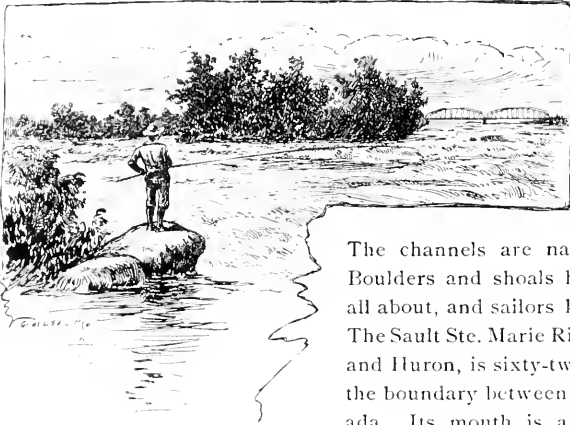


BIRD'S-EYE VIEW OF LES-CHENEAUX ISLANDS.

To the "Soo" Rapids.

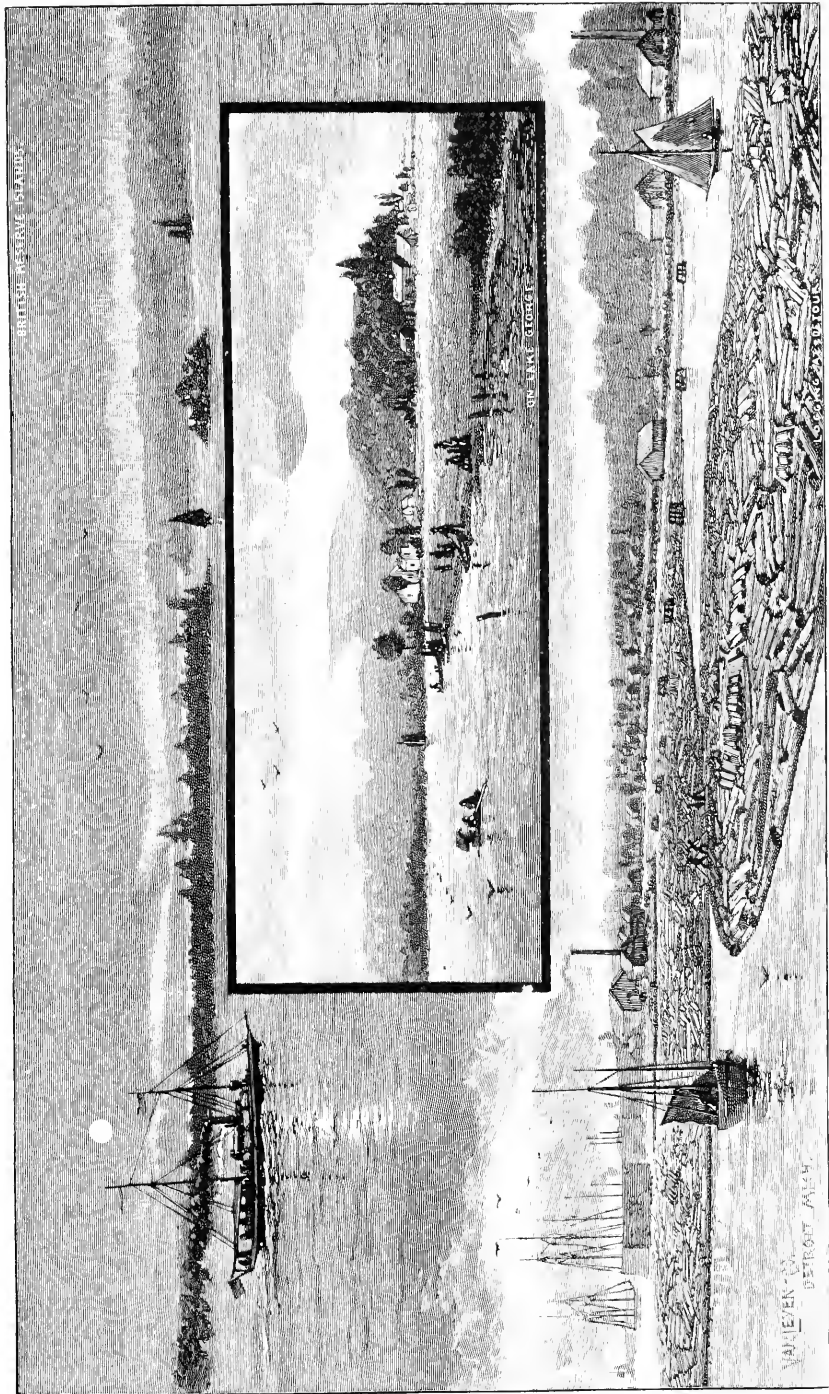
THE following notes of a trip to the "Soo" are interesting:—One morning, after breakfast, one of the day steamers called, on her way from Cheboygan, and we jumped aboard for a trip up the beautiful Soo River (Sault Ste. Marie). Skirting the rocky cliffs of the isle, we passed down the west shore of Lake Huron. At noon a landing was made at Detour, just at the entrance of the land-locked waters of the Soo, whose repeated changes from a narrow entrance to a broad lake, then to a narrow, rapid river, and again to lakes, rivers and rapids, and its crooked courses around islands, which the currents have thus far failed to wash away, form a varied and charming experience scarcely ever surpassed. The passage of the Soo River

must be made by daylight, and vessels are timed accordingly. Should they arrive at night, they anchor until after the early dawn. The steamers of this line are the only ones that make the passage by mid-day.



The channels are narrow, shallow and crooked. Boulders and shoals hidden just out of sight, lie all about, and sailors keep a sharp look-out here. The Sault Ste. Marie River connects Lakes Superior and Huron, is sixty-two miles in length, and forms the boundary between the United States and Canada. Its mouth is a mile wide. Drummond's

Island lies on the east, the main shore of Michigan on the west side of the entrance. Pipe Island is four miles; St. Joseph's Island, Canada, with its old fort, eight miles; Lime Island, ten miles; and Round Island, eleven miles from the entrance. Potagannissing Bay, dotted with numerous small islands lying to the eastward, communicates with the north channel. Mud Lake, six miles farther on, is four miles in width. Sailor's Encampment Island is twenty miles from Lake Huron, and is a famous camping place. There is excellent fishing and shooting; and supplies, small boats and small steam craft can be readily obtained. Here are found families, parties and fishing and shooting clubs, who for a short period seek relief from the strain of business, social and domestic cares, and the stifling atmosphere of closely packed cities. With a simple outfit consisting of wall tent, rubber and woolen blankets, a few tin dishes, and a complement of cast-off clothing, they leave their homes, offices and school-rooms, and come out to this delightful region, assume the free habits of the natives, eat, sleep and are merry as seldom before, gain health and strength from the first breath of the pure, dry air of this wonderful Mackinac Region, and return to their various callings with renewed vigor and a new lease of life. Hay-fever sufferers, who are wise, come before the appearance of the annual attack, and



SCENES ON THE ST. MARY RIVER.

WATKIN & CO.
DETROIT MICH.

BRITISH RESERVE HEADQUARTERS

ON THE GROUND

wholly escape the malady, while even the tardy ones find their sufferings at once mitigated.

Continuing our course, the steamer seems to be heading straight for the shore, until a narrow outlet comes suddenly into view, and we enter the Nebish Rapids, passing between Sailor's Encampment and St. Joseph's Islands. From this on is to be seen the most varied and charming scenery. Indian villages, settlements and beautiful farms, serve to make a more interesting panorama. Lake George, six miles farther on, is an expansion of the river, nine miles long and four wide. It has thirteen feet of water over the shoals, and terminates at Church's Landing. Squirrel Island, Canada, lies opposite. Garden River Settlement, three miles distant, is an Indian town in Canada. Little Lake George comes next, then Point Aux Pines. Three miles farther, we pass around the head of Sugar Island, and eight miles beyond, reach Sault Ste. Marie, fifty-five miles from Lake Huron, at six o'clock in the evening, having supper on the steamer. Sault Ste. Marie is fifteen miles from Lake Superior, and there is much that is interesting about the odd old place. Here is situated the famous ship canal, built by the State of Michigan for the purpose of passing the rapids. The U. S. Government enlarged this canal, and constructed a new ship lock 615 feet long and 80 feet wide, having a lift of 18 feet. The scene witnessed on passing through the canal locks, is most interesting and exciting. The ship canal, river, island, and the two villages are in sight on either side of the stream. The Indians, in their birch canoes, are engaged in taking whitefish below the rapids.

"And ne'er till lost in mem'ry's power,
Shall we forget the thrilling hour
Of our swift passage down the 'Soo'
In 'Indian John's' light birch canoe."

Fort Brady, erected in 1824, is an old and important U. S. military post. Contiguous to this Indian village, it commands the St. Mary's River and the ship canal.

In the vicinity of Sault Ste. Marie are several streams where sportsmen go in search of speckled trout. The nearest points are the rapids on both sides of St. Mary's River, and the small streams between the islands on the Canadian side. There are also several places from one to five miles above and below the falls where anglers resort. Indians, or half-breeds, with canoes, have to be employed as guides. Our evening was fully occupied inspecting the government works, which well repay a visit. The immense and perfect structure of masonry, the water power made to run all the machinery necessary to operate the monster gates of the lock, and the dynamos which furnish the electric lighting, were perfect in all details, and quite in keeping with these was the neat, tidy appearance of all the surroundings. The ingenuity of man is conspicuous in the easy manner with which this ponderous affair is manipulated. As all the shipping from the lower lakes passes through this canal, tourists for Lake Superior have a choice of numerous steamers of either the American lines, via the south shore, or the Canadian lines, via the north shore route. We witnessed the locking of the most considerable amount of tonnage which had ever passed through the canal at one time. It consisted of two of the largest steam barges, with two immense consorts. The advantages of taking the Detroit and Cleveland Steam Navigation Company's route to the Soo are: it takes the west shore of Lake Huron, the passage of the rivers by mid-day, and includes the attractions of Petoskey and Mackinac Island at the least expenditure of time and money. Leaving

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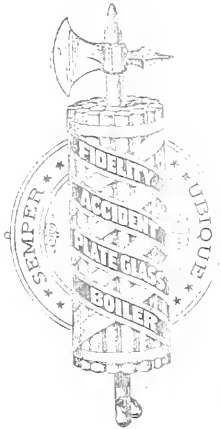
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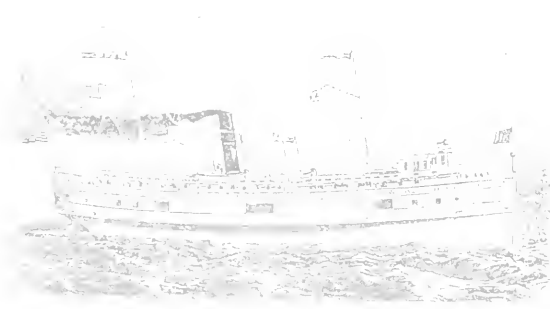
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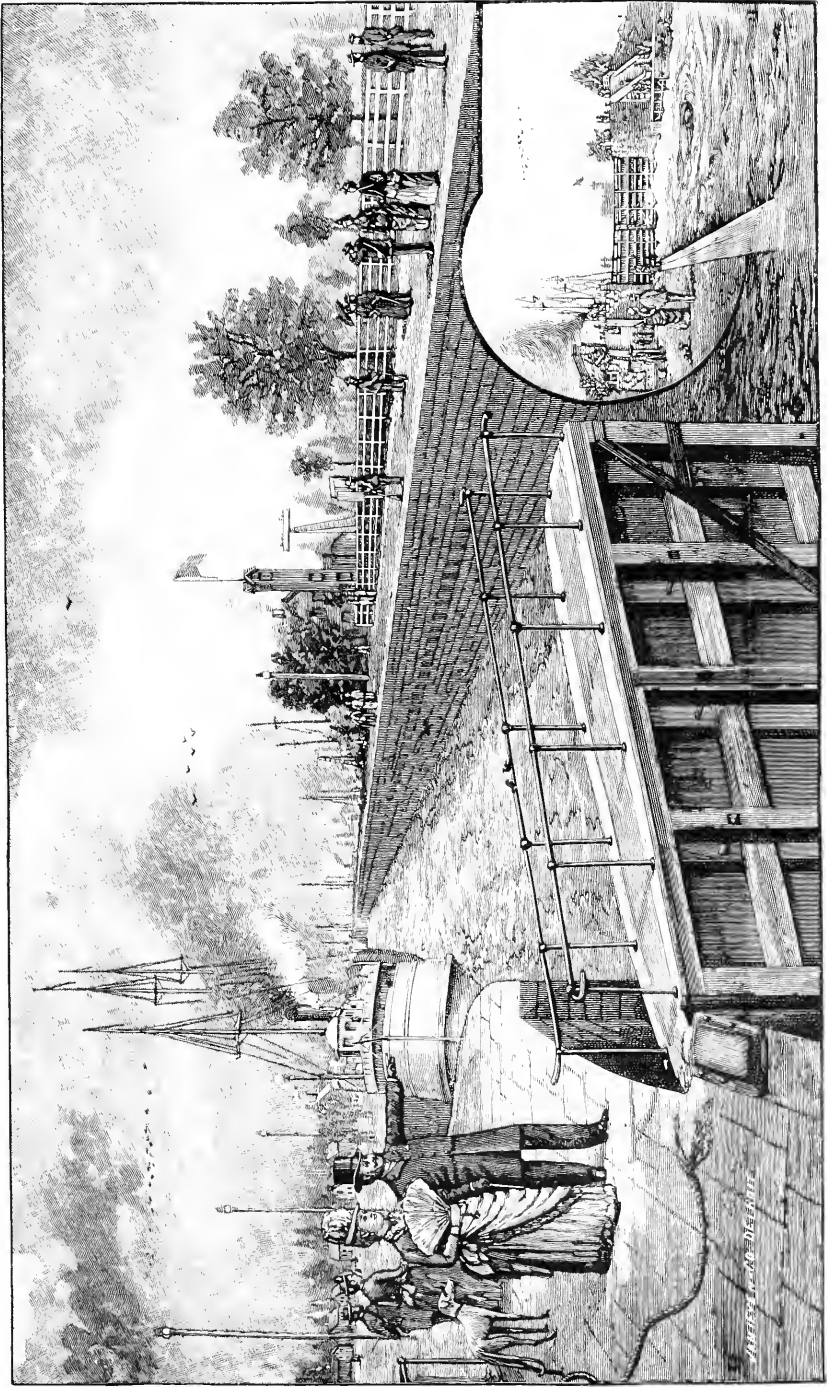
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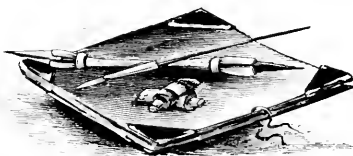
Cleveland Tuesday or Thursday evening, and rising at four, the first morning only, all the interesting features are seen by daylight.

The City of Sault Ste. Marie is developing, by virtue of its geographical location and exhaustless water power, into a very important place. The population is now placed at 9,000. This is a terminus of the Duluth, South Shore and Atlantic Railroad, the Canadian Pacific Railway, and the Minn., St. Paul and S. S. Marie Railroad. It is a port of call for all Lake Superior through and local lines.

The great ship canal is immediately opposite the city. The costly International Railway Bridge crosses the river at this point.

Every tourist into the Mackinac Region should make this trip. It is not possible in the brief space allotted to the subject in these pages to do adequate justice to the charm of the voyage through this splendid marine highway. To the artist it suggests innumerable charming outlooks; to the student of history much food for reflection; to the practical man a fine example in its great locks of the triumph of mind over matter, and to the light-hearted traveler in search of mere holiday pleasure a vast amount of general enjoyment.

Even the most well-informed people of our more populous States have, until they see the "Soo" for themselves, a very inadequate idea of its attractions.



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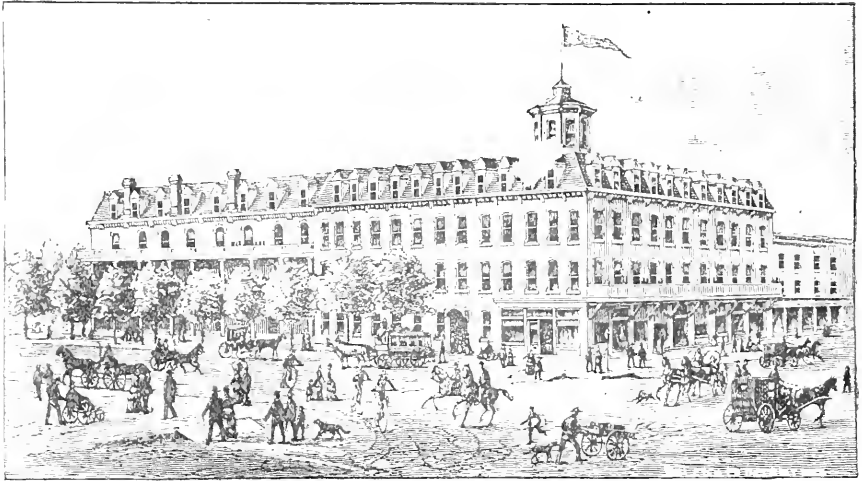
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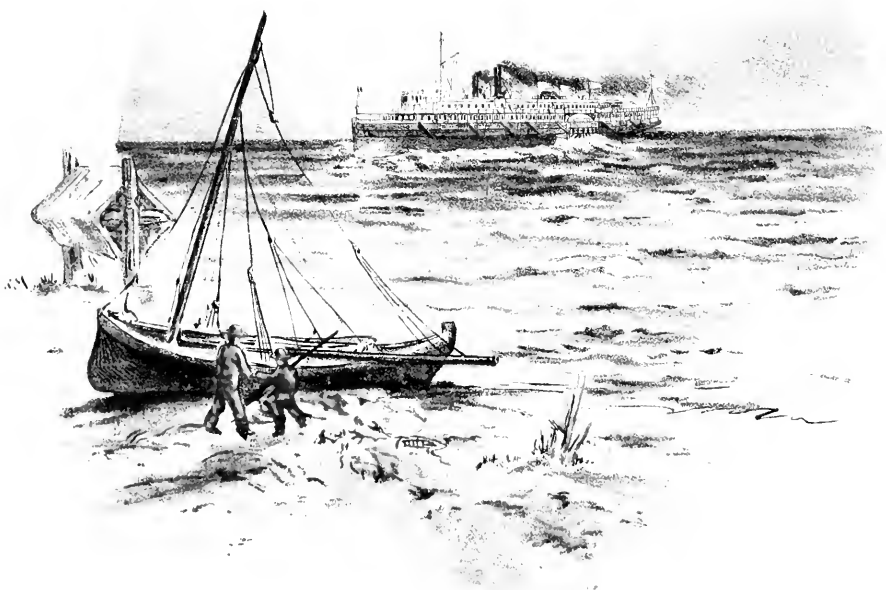
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